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"'Tis no time to ponder" retorted the Squire, "Haste!"

"Very well then, I suppose thou knowest best." Sir Percy grasped his sword, swung his cloak, and leapt into a world of darkness; he was pleasantly surprised to land on something soft and yielding. "Gad!" he beamed, "the age of miracles is not yet past." From beneath him, oddly muffled, the Squire's voice choked; "'Twould be uncommon kind of milord to remove his scabbard from the small of my back."

"Faith!" cried the cavalier — "here is a waggish situation indeed. Meseems I made a splendid landing on thy broad and faithful back. And where didst thou come to earth, old friend?"

The Squire squirmed uneasily. "Verily I could not swear to it, but if I mistake me not, we are in the cattleyard." His movements were accompanied by an odd squeelching sound. "Verily thou wert unfortunate,"

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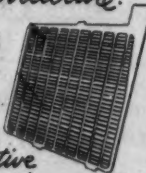
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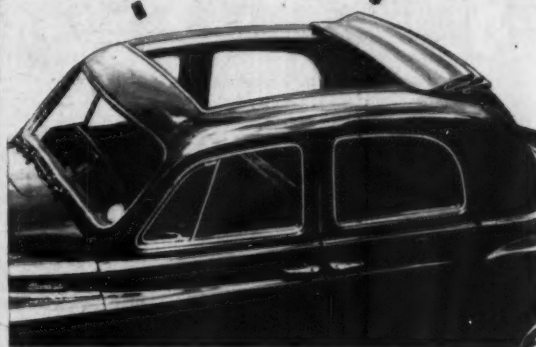


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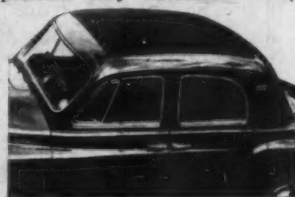
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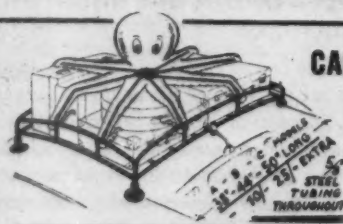
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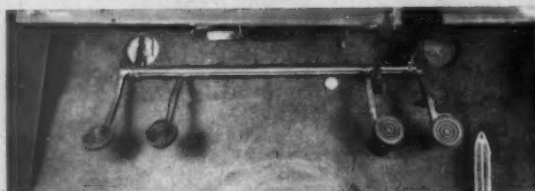
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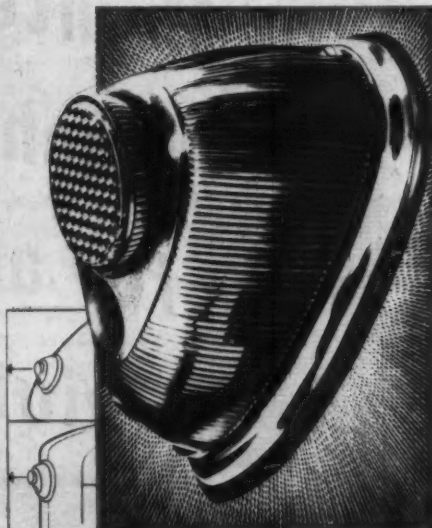
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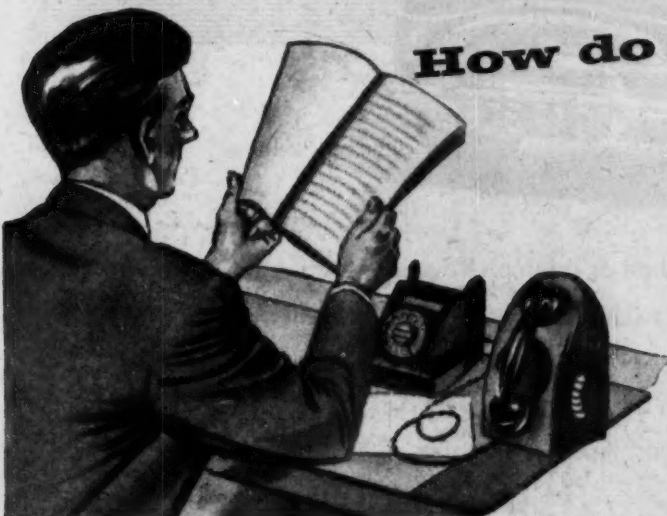
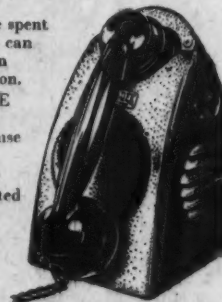
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# Autocar

FOUNDED 1895

No. 3145

Friday, 23 March 1956

Vol. 104

## On With the Show

**W**HEN we attend motor shows abroad—and there are very few indeed to which we are unable to send a member of the staff—we always go with the certainty of learning a great deal. Much of it is of the intangible kind which is stored away in the mind to be included in reviews and descriptions later on. It is not only cars and accessories themselves which are of interest, but the ways in which they are examined and received in another country, the remarks that are made about them and, of course, the observations about the performance and reliability of their predecessors on the roads.

This year, again, the shows follow in quick succession. There were Brussels, Amsterdam and Copenhagen; the fair at Leipzig, now Geneva and next Stockholm and the very important occasion in Milan. As we reported last week, the Swiss, while currently buying a great number of German cars (one very well known make surprised them by refusing to start during the recent very cold weeks) are completely open-minded, ready to buy more English cars but determined to get an attractive vehicle, good value and good service. None of the salesmen's old excuses apply; there are no unfair restrictions, no shipping problems, no currency difficulties and the market is about as reliable as one could be.

We wonder how seriously little Switzerland's 50,000-cars-a-year order book is being probed. How many senior men from this country went to Geneva to see and find out for themselves? This year we have some thoroughly good and attractive cars to sell abroad but such are market conditions in Europe and across the Atlantic and our national circumstances at home, that it will be a case of active selling rather than just offering or making them available. This naturally entails the retention of good, energetic agents.

Anyone who regularly visits foreign countries will know also that there is one big and continuous complaint in every one of them—lack of after-sales service. Great Britain is not alone in this fault, but we have been major offenders. "Why does it take me months to get a part? Why must I travel miles to an agent, only to find he has not got it in stock? Why, when it arrives, does it cost me at least three times as much as a local equivalent item?" We have already virtually closed sections of some markets to ourselves by our earlier actions in abandoning not too reliable cars in them.

No sensible person will fail to appreciate the enormous and costly task of spares and service provisioning in a country as large as the United States. Yet it is perhaps our most important sales target. At a time when trade associations are under fire—in many cases quite rightly—should not another kind of non-restrictive trade organization be considered, one for providing British cars with proper backing in foreign countries, especially America? What individual companies, even large groups, cannot adequately attempt, a whole industry might well achieve co-operatively.

## Price Level

**A**N increase in car prices is never popular, either with producer or purchaser—only the Chancellor gains—but usually it is accepted stoically. A 7½ per cent increase in British Motor Corporation prices, coming at this time, is more of a surprise than usual. Fortunately, in one sense, it affects only home retail list prices, and thus the export effort will not suffer. Difference of basic price for the same product when sold at home or abroad is a familiar enough state of affairs.

Often, a price increase accompanies the introduction of a new vehicle, as in the case of Fords recently. B.M.C. have had in mind the need for an increase on existing models for some time past, and the timing of its introduction must have called for a great deal of thought—particularly in the light of recent national and market developments. The effect on relative sales will be watched closely.

There are interesting sidelights on this latest addition to prices. For example, dealers supposedly short of capital, stocked to capacity and concerned about lack of sales, nevertheless cleared the B.M.C. stocks overnight on receiving news of the proposed price increase of £25 to £50 on the popular ranges of B.M.C. vehicles. H.M. Customs had given their assurance regarding a concession on the new prices up to midnight, March 12. If the proposals for a price and wage freeze gain support, any need to change the prices of a model later on might be embarrassing.

Any other manufacturer who expects to feel the need to make a price increase in the coming month or two would probably be well advised to face up to it as soon as possible, now that the dull season for sales is nearing its end and a brighter one is in view. Many potential buyers are mulling over the situation with a view to purchasing in late April and May.

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# NUMBER 16 — R.A.C. INTERNATIONAL RALLY

*A Personal Story of an Enjoyable Outing*

By **PETER GARNIER**

*The works-entered Austin team, killing time on the section up into Scotland, following the Yorkshire night navigation section.*



*The second of Jack Sears solo turns; climbing Prescott Hill while the crew stands and waits at the foot. The substantial tread of the Dunlop Weathermasters can be seen clearly on the left-side front wheel.*

Because of the printing difficulties in London, we were unable last week to publish more than a brief report, and the results, of the R.A.C. International Rally. It will be remembered that competitors started simultaneously from Hastings and Blackpool at 8 a.m. on Tuesday, March 6, and finished on March 11 at Blackpool. Altogether, the route covered 2,100 miles throughout the length and breadth of Britain and it included 16 driving tests.

The principal results of the Rally are as follows:

General classification: 1, Aston Martin (L. O. Sims). 2, Jaguar (I. Appleyard). 3, Morgan (Dr. J. T. Spare). Ladies' Cup: 1, Austin (Miss A. Palfrey). 2, Rover (Miss P. M. Handley-Page). 3, M.G. (Miss P. Moss). Team Award. Austin (Mrs. J. Johns, G. N. Burgess and J. Sears).

The author of this story competed in car No. 16 of the winning Austin team.

**D**URING the opening stages of the Monte Carlo Rally, the A.C. Aceca, in which I was competing, proceeded in company with a works Austin A.50 driven in turn by Jack Sears. Archie Scott-Brown (both of whose racing exploits in Lister-Bristols are well known) and Kenneth Best, competition manager of National Benzole. The remarkable thing about this expert crew, whenever we met them at controls, from beginning to end, was their overflow of good spirits—an unusual state of affairs among tired people, boxed in a car on a long rally. There was no hesitation, therefore, about my "Good heavens, yes," when Ken asked me if I would like to join Jack and himself on the R.A.C. Rally, Archie

having had to drop out because of Sebring and the opening of his new business near Cambridge.

The car was a "modified" Austin A.50; that is, basically A.50 but with certain modifications permitted by the F.I.A. in Appendix J of the International Sporting Code under the heading "Special Series Production Touring Cars". The rules concerning permitted modifications are fairly undemanding, the basic requirement being that these cars shall be directly derived from their untuned Normal Series Production stablemates. In fact, provided you do not replace the conventional rear axle and half-elliptic springs by a de Dion layout, or substitute the four-cylinder engine with a six, you have a pretty free hand so far as improving the performance and road holding is concerned.

The only snag about all this is that, instead of running against the everyday production cars, the modified car moves up a class and finds itself matched with *Gran Turismo* cars which means an increase in the average speed required of it.

Briefly, the modifications to which the car had been subjected included fitting a B-series B.M.C. engine brought up to M.G.A. specification and a close ratio gear box with central change; the rear axle was standard. The brakes had been modified to Le Mans M.G. specification and the suspension had been lowered. The car handled extremely well, despite Dunlop Weathermaster tyres which, though excellent for



their purpose, do not generally improve the high-speed handling of a car. The performance, of course, was a considerable improvement over that of a normal A.50 and the car gave the impression of being extremely robust—which was proved by the outcome of the rally.

The car has had considerable competition experience, being used by John Gott in the Liege-Rome-Liege Rally last year (when he, Burgess, Poynter and Stross, running as the R.A.C. team, won the Inter-club Team Trophy) and by Joan and Douglas Johns in several National events in the most recent of which—the Cats' Eyes—it scored a class win.

In the official B.M.C. Austin team there were the following cars: Douglas and Joan Johns' modified A.90, running in class 7 (Grand Touring Series Production and Special Series Production cars of 2,600 c.c. and over); Gerry Burgess and Sam Croft-Pearson's unmodified A.90 in class 4, for Normal Series Production Touring—the largest class of all; and our A.50 in class 6 (G.T. Series Production and Special Series Production cars of 1,301–2,600 c.c.). This class included such formidable opposition as John Patten's Porsche 1,500, Reg Phillips' Ford Zephyr, Ken Wharton's Riley Pathfinder and three 2.6-litre Aston Martins.

The Hastings starting point was chosen—largely for convenience—and, after Jack had performed the first driving test, we set out for Prescott. The main road schedule was undemanding; we reached Cheltenham at an average of around 37 m.p.h.—3 m.p.h. below the 40 to exceed which might mean exclusion from the Rally. The minimum average from control to control was 30 m.p.h. and the time we had in hand was to prove a blessing. Turning out of Cheltenham, we found the Bishops Cleeve road a frustrating, crawling queue bound for Cheltenham Racecourse and the Hunt Cup. We reached Prescott with little time in hand and Jack performed the second of his obligations—in 66.3 sec., which was fair enough; the high first gear of the Austin's box, which allowed a maximum of 30-plus m.p.h., was ideal for special tests, but did not help a quick getaway.

No fewer than 14 of the 16 driving tests were carried out with only the driver in the car—which meant that the journey was punctuated by these solo performances of Jack's, while Ken and I stood on the touchline and watched. With characteristic thoroughness, Jack had laid out at Snetterton, and practised until he knew them thoroughly, all the tests except those which were kept secret or did not demand it. This proved to be invaluable as there was often insufficient time to look up and memorize details before embarking on the test.

On a long rally of this sort it is of utmost importance to keep fit and adequately fed—in Gatsonides' words, "Eat as much as possible; sleep as much as possible; drive as little as possible." So, when it was available, we eat steak at meal stops, backed up by vitamin pills which Jack unearthed from the turmoil on the floor of the car whenever we went off to a restaurant. Even at this early stage one of us was usually fast asleep. At the start we had been issued with the route card for the first night's special navigation section. As soon as this had been marked up on Ken's and my maps, we took it in turn to drive, letting Jack sleep and build up strength—we hoped—for the night's drive.

Bridgwater provided the first of a long line of steaks, and we set out as it grew dark for Exeter and southwards to Peamore, the stepping-off point for the night's excitements. The plan was that we should both navigate simultaneously, each with a separate set of maps, while Jack did the driving; whoever was sitting in front gave the instructions while the navigator travelling steerage kept a careful check. We joined up with the other team cars at Peamore, stamped the route card when our turn came, in the Printogines time recorder, and set off.

The first control came up in the right place and a few minutes early—as did the second. The third, unfortunately, did not. What had started as a metalled lane degenerated into mud. We hurried on, both trying to convince Jack that we were right, but both extremely doubtful. After all, we knew



*Cadwell Park, bleak and deserted in its winter guise. The A.50, Jack Sears up, takes one of the acute bends in the thin sunshine.*

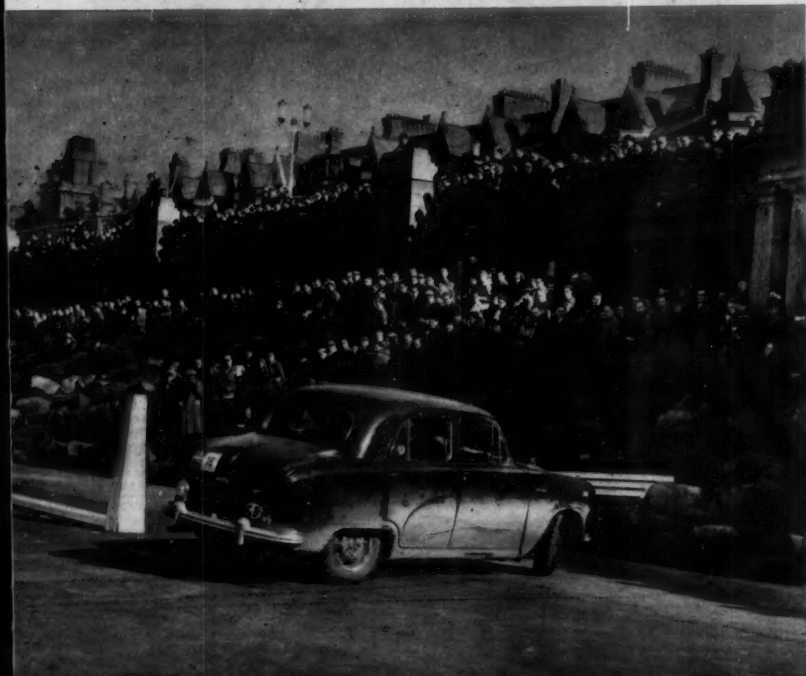
that the route would take us into small lanes, even cart tracks or worse; it could still be right. Jack's farming knowledge told him that it was disused—even to us it had become quite clear that no rally cars had sped through in front of us. So we turned round and stormed the muddy hill leading back to civilisation.

Three attempts were terminated by wheelspin, though the considerably abashed and subdued navigators tried to make amends by pushing like mad. Finally, B.M.C.'s pride and joy slid into a ditch. We tried pushing, lifting, bouncing and even snow grips before it came out and, navigators still pushing, struggled to the summit. Had we not been using Dunlop Weathermasters I doubt if, even then, we would have got the car out.

We set out as fast as we could go, found the right road and, by the next control, had made up five of the 14 minutes our mistake had cost us. By the following control we had made up our deficiency, but we had lost 9 minutes, or 90 points; we decided not to make any more navigational errors.

At Hunters Inn, the end of the first loop, we foregathered with the other crews in the team, found that they were through clean and apologised humbly for our having let them down. We adjusted brakes—already showing signs of wear after considerable abuse.

There was no steak at Hunters Inn, so we ate hot Cornish pasties and completed the second, less difficult loop



*Final tests at Blackpool, the finish of the Rally. The car did not, in fact, touch the wall on this occasion. In a subsequent test it did, but not seriously.*



Price-giving at Blackpool; the crews of the three Austins. Left to right: Douglas Johns, Kenneth Best, Joan Johns, Gerry Burgess, P.G., Sam Croft-Pearson and Jack Sears.

without loss of points, returning through Bridgwater and Bath to Castle Coombe where we arrived for the third of Jack's obligatos at around 6.45 a.m. on the Wednesday.

Main roads led back through Matchams Park, near Ringwood, Goodwood and Brands Hatch to Hastings; driving tests at each of these three circuits punctuated our journey. After the brakes had been adjusted by the Girling representatives at Brands Hatch we reached Hastings, and yet another driving test, at around 6 p.m. There we had baths and, to ensure that we did not go short of vitamins, two steaks each.

The somewhat unruly crew members, Best and Garnier, were convinced that it would do them no harm to repair to the bar for a pint after dinner, but the less easily swayed Sears decided otherwise; we were in bed and asleep by 9 p.m.

So far as we could see, we were well placed in our class and were in the lead for the team award; John Patten's Porsche, which had been doing splendidly in the tests and had lost no marks on the road, was leading in the general classification. But there was an awful lot of rally left, we decided; the position could alter considerably.

The next stage started at 4.16 a.m. on the Thursday morning. We were called with a cup of tea at 3.15 a.m. and when I grumbled to the maid that it was a frightful hour to be getting up she replied, "Well, it's your hobby; nobody makes you do it"—which was true enough.

We called in at Jack's home at Bolney and let ourselves into the garage to borrow some petrol, and hurried to gain Silverstone as fast as possible to gain time to drink some coffee and plot the second night navigation section—Yorkshire, this time—on our maps.

Our average from Bolney to Silverstone was just over 50 m.p.h., during which journey I slept. I was awakened at the circuit by Ken and looked at the time, remarking, "Blimey, we must have hurried." Ken, the humorist who kept us in fits of laughter more or less from start to finish, said, "Yes, we've been giving it the full treatment; four-wheel drifts, valve bounce in built-up areas, full use of pavements—the lot."

Sleeping in the back of the car was pleasant. There was a flexible pipe which led hot air from the heater into

the rear compartment and by poking this up a trouser leg one obtained efficient central heating.

After Silverstone and its driving test we hurried northwards to Stamford where we joined A1, forgetting temporarily the 40 m.p.h. average. Just before Stamford we passed an ominous looking black XK Jaguar with "Official" on its windscreen; it could, all too easily, have been a secret check, as the distance from Silverstone was, according to the route card, 46.25 miles. When the

distance between controls was less than 40 miles there was no risk of secret checks. Where distances of over 40 were involved there was a distinct chance of them, as warned in the regulations.

We stopped in Stamford and set about some calculations; 46.25 miles in 74 minutes gave an average of around 37.5 m.p.h.—we seemed to be safe. During this time we were joined by Ronnie Adams and Godfrey Inhof who, too, were worried—with more justification than ourselves as their cars bore higher numbers than ours and had started later. We decided that we were all just about within the limit and set off for the tests at Cadwell Park and Gamston.

The Gamston test was one of the most complicated and difficult. There had been no previous instructions for it, so drivers had to learn it from instructions issued on the airfield itself. It also imposed considerable strain on the transmissions of the cars due to the frequent reversals of loading as they drove backwards and forwards into the "ganges".

Competitors on the Yorkshire night navigation section started simulta-



*D. J. Farquharson's Volkswagen passing through Lincoln on the Thursday afternoon.*

cously from York and Harrogate, the A.50 starting from York as it bore an even number. Odd numbers went to Harrogate, then drove northwards, broadly speaking, on the western section before cutting across south-east to the start of the eastern section; the York contingent covered the same broad pattern, but starting on the western section.

By the start of the second full night on the road the A.50 had completed something over 1,600 miles. Apart from the need to adjust brakes on several occasions there were no signs of trouble, existing or to come, and the car continued to run and handle beautifully.

We left York and became, once more, the slaves of the Printogines clocks. The Yorkshire section covered some 350 miles and included 23 time controls—each, as with the West Country and final Lake District sections, indicated by six-figure map references on one-inch Ordnance Survey maps; this gave an average of nearly 20 miles between controls.

This time we made no navigational errors, which was just as well; the scheduled average speed was far harder to maintain on the Yorkshire lanes than it had been in the West Country. The undulating switchbacks which seem to be characteristic of this part of the world gave the suspension an appalling time, the springs alternately at full rebound, wheels pawing the air, and crashing against the bump stops. Any thoughts we had of saving the suspension from punishment had to be forgotten in the interests of maintaining our average. The brakes, too, had more than their share of work.

Between us we kept the driver warned of any particularly bad corners or precipitous descents so that he could adjust speed accordingly. But, inevitably, there were those corners whose severity was not fully indicated on the maps—or which we failed to spot—with the resultant violent use of the brakes.

Apart from a delay to tighten wheel nuts, which cost us two minutes (20 marks), we covered the Yorkshire section without incident. It became a prolonged dash through the narrow lanes, punctuated by the briefest of halts at controls while Jack ran and stamped the card and we studied the maps before dashing away again.

The various vitamins with which we had been stuffing ourselves seemed to be doing us good. We all felt comparatively wide awake and, though we carried them, never felt the need for "keep awake" pills. Though these work well with many people, they can produce side effects and we decided to avoid them. We emerged from the section at Scotch Corner—and more steak. We quickly adjusted the brakes, checked oil and water levels, and heard that

*A new Ford Zephyr was the control headquarters at Woodland station as Burgess' Austin A.90 checks in on the Friday night.*



riopkirk's little Standard had retired with big end trouble. Our lead in the team award seemed assured unless the navigation went badly awry.

It was gathered that, at Harrogate, Imhof's Cadillac-Allard had retired with gearbox trouble. His tender car, a Ford Anglia in which his and Ian MacKenzie's luggage was carried, had, by arrangement, met them in Harrogate. Goff had quickly transferred the luggage to the derelict Allard and the maps to the Ford and pressed on, without competition numbers. There was no intention of carrying on this deceit—the final scrutineering would have put paid to any such idea—but it worked throughout the Yorkshire section, the marshals usually remarking, "Got an Anglia this time, Goff?" The absence of numbers at the front of the car was simply accounted for by the fact that they had fallen off; their absence at the rear went unnoticed in the darkness.

The final route card was issued at Scotch Corner and was comparatively

easily followed up through Otterburn and Charterhall, with their driving tests, and back to Penrith. The only difficulty on this section was that certain of the controls could be approached from one direction only; no map references were given, the route being outlined in much the same way that route instructions are given by the R.A.C. or A.A. for a normal journey—though far less detailed.

At Penrith we again went through the routine of adjusting brakes, checking oil and water and tightening wheel nuts. With the high first gear on the car, we were worried about the climb of Hard Knott Pass. Park Rash, in the Yorkshire section, had slowed the car to a walking pace and Hard Knott was considerably steeper.

The Lake District section covered 112 miles before the final, less exacting 54-mile stretch down from Spark Bridge to Blackpool.

Pulling out of Penrith as it grew dark on the Friday night, we wedged





*Anglo-German: J. P. Boardman's Borgward, on Friday, the last day of the long event, passes through Stamfordham on his way down to the Lake District special section.*

Throughout the event the three team cars had kept together, running into the controls one after the other. Unfortunately, Gerry Burgess had been delayed when, in a fit of enthusiasm after Hardknott, he left the road. The indomitable Joan Johns had completed all three special sections without loss of marks—a magnificent effort. We kept company with the Johns' car down to the finish at Blackpool, having lost Gerry Burgess on the way and collected Pat and Ian Appleyard instead.

A final adjustment of brakes in the early hours of the Saturday morning, and the final checking-in at the finishing control completed Ken's and my rally; Jack had yet three driving tests to do on the Saturday morning. So far as we could see, apart from the somewhat tired dampers the car had not suffered. As an indication of the severe use to which the brakes had been put, the front wheels of the car were covered with a thick layer of dust from the linings; as yet we have not heard from Marcus Chambers, B.M.C. competition manager, of the state of the linings, but there cannot have been much left.

So our rally ended, with a share of the team prize and third place in our class. It had been incredibly good fun with so far as I can remember, never a cross word; the three green Austins stood travel stained outside, undamaged except for a minor dent in the front of ours, caused when we slid gently into a wall in the Lake District.



ourselves in, maps spread out in front of us, and Jack set about the final and most difficult section. There were 13 controls in the 112 miles—an average of only some nine miles between controls. All went well as far as Hard Knott: we reached the controls with a minute or two in hand.

We stormed the Pass, swinging as fast as possible round the hairpins in the hope that the inside rear wheel would spin and keep the revs up to the level where the engine produced its maximum output. This method served well and we seemed set to make the climb.

Unfortunately our early good progress was brought to a halt by a car that had run off the road and we had to stop and let him sort out his troubles. The restart was too much for the A.50 and Ken and I set about pushing the car up. As there was no hope of building up speed between hairpins, our services were needed right up to the summit; we pushed for all we were worth round the hairpins and ran after the car on the short straights.

All this set us back about ten minutes. The section that included Hard Knott was known to be very, very tight in normal circumstances. It seemed that we had no alternative to being ten minutes late at the next control and losing 100 penalty marks. We collapsed, exhausted, in the car while Jack set about regaining lost time.

For the next few miles we were alternately pressed hard into the seats or up against the roof—mostly the roof, as the long suffering Austin tore down the other side and along the winding lanes. We caught the Jaguars of Ronnie Adams and Pat Appleyard, and an Aston Martin—and edged our way past them.

The contents of the back of the car slopped from side to side like water in a rocked dinghy, until the interior of the car was a sweeping mass of maps, clothes, Thermos flasks and all the impedimenta of rallying. It was a truly fantastic ride, the car leaping about through the narrow lanes.

At one point where a short straight appeared, the speedometer registered 75 m.p.h. The extraordinary thing was that neither Ken nor I was worried,

though we certainly could not have managed anything like that speed ourselves.

Eventually, the next control came in sight. We rushed in, stamped the route card and rushed out again. We had made up seven of the ten-minute deficiency, a remarkable effort on Jack's part. We still had to dash on to the next control and by the time it was reached we had regained the remaining three minutes and built up for ourselves a small margin.

There was still no time for hanging about however, and we drove on to the Farmers Arms control at Spark Bridge, the end of the section, without further loss of marks. From there the going was easier to Tow Top, site of the downhill braking test, in which Jack put up fastest time in the class—and the back of the car once more became a shambles.



*First competition appearance of the new 2.4-litre Jaguar, and a successful one, too. W. D. Bleakly swings the car round the pylons at Blackpool on his way to fourth position.*





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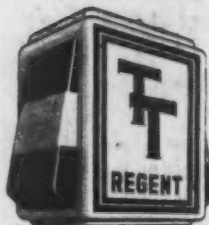
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# Disconnected Jottings

BY THE SCRIBE  
Barry Appleby drawings

## Hidden Treasure

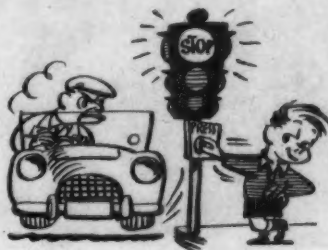
This morning I was looking through "World Highways", issued monthly by the International Road Federation. Presentation is practical in the extreme, and the duplicated pages contrive to make it appear dull. But turn over the first few folios, and you are immediately in a dozen different lands. Johannesburg Council is considering a traffic plan, road bridges are wanted in Egypt, the Trans-Canada Highway will not be finished until 1961, five years later than the scheduled date. Then a paragraph on the United States catches the eye; some statistician (or economist) has calculated that inadequate roads cost motorists over there more than £1,779 million yearly. In accidents, vehicle delays, brakes and tyres.

Claiming a total length of 1,290 miles, Western Germany's autobahn system is credited with three quarters of the motorway mileage in free Europe. Belgium and the Netherlands come next, with under 200 miles each. Great Britain does not appear anywhere in the table, naturally.

## Of Despond?

So that's what all the activity had been about; every time I travelled through Slough High Street, I puzzled over the new pads and traffic lights which were being installed. When the new system was "declared open" by the Minister of Transport a few weeks ago, I determined to visit the town on a Saturday afternoon, its busiest time.

But first let me explain the idea. Six light-guarded crossings have replaced the previous zebras, and there are vehicle-actuated pads which transmit messages to a master electro-mechanical brain, on the lines of the Monument and Oxford Street traffic lights. But the difference is that Slough has included pedestrians, who, when they want to cross the road, press a button on the post (an occupation of particular interest to small boys). This brain is supposed to act as referee between road and pavement user, to see that both get a fair innings, and it also counts and controls the traffic. The ideal is that neither pedestrian nor driver will have to wait longer than 45 seconds before starting off. The vehicles are supposed to pass through the streets in waves, and once a car has been signalled green by the traffic light at the beginning of the stretch, it should



have a clear run right to the end; in between these batches of cars pedestrians have a chance to cross, obeying an automatic sign.

The first impression on swinging out of the Uxbridge Road is one of utter confusion. "I have never seen so many lights in all my life" said my passenger and we came to the conclusion that the master mind had had an aberration, because we stopped no fewer than five times before reaching the Crown cross-roads. Obviously, they were set for a certain speed of traffic, but owing to the press of vehicles we were continually getting left behind. Saturday shoppers were not playing the game, and constantly dived across the road between the lights. There was even a horse being led in the middle of the highway. Coming back, however, we improved the time by one minute (it had taken three minutes on the outward run) and found all the lights at green. The congestion was not so bad then, which seems to indicate that the system could work if it were not overloaded, and if pedestrians were disciplined into using the crossings. In spite of the local propaganda, it is difficult to see how they could ever be so educated, for the lights are quite a distance apart from the point of view of a walker who wants to get from one shop to another directly opposite.

A reader has written in about the Safety Town, calling it "the moron's town", and I'm not sure whether I agree with him or not. Certainly the confusion of signs is making it into a Slough of Despond for the motorist.

## Light and Sound

The French are very good at melodrama. Listen to one of their wireless programmes, and you will notice how even the announce-

ment of a prosaic tune title is made to seem as fraught with passion and urgency as the first sight of a film star which stirs the hobby-soxers.

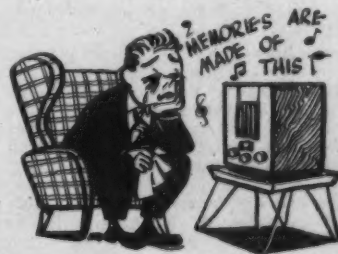
Probably this trait follows naturally from the Frenchman's complete lack of shyness or embarrassment.

Whatever the reason, however, it is put to very good use in the nightly "festivals of light and sound" at various chateaux in the Loire country, to be held again this year. A visit to the performance at Chambord a few years ago is one of my most outstanding memories of a holiday. I had not seen this chateau in the daylight; after a dark drive through unfamiliar country we came to the car park, noisy and brightly lit in an attempt to sell souvenirs. We marched through the grounds and sat down on a grass bank in front of a pond, watching the searchlights pick out the tortured towers of Francois I's fantastic creation. There was strange music coming out of the summer night, and dramatic voices related the history of the palace, while the audience sat in silence, absorbing the atmosphere.

## Spring has Sprung

The first taste of spring after the coldness of February left us almost stifled. It was such a change not to find the gear box oil stiff on starting in the morning, and to slide the garage doors along without fighting the resistance of an iced-up gully.

Every year when spring comes it is a new revelation, as though we were living through it for the first time. The scent of the first narcissi and the earliest almond tree in bloom are strange and welcome. How this Scribe hates the pinched up winter, and longs to be warm again!





# NEWS AND VIEWS



**IDEAL ROADS:** A layout incorporating flyover junctions which is to be seen abroad but has reached Britain only in model form. It is exhibited by the Roads Campaign Council at the Ideal Home Exhibition, and there are no cross-roads, traffic lights or sharp bends

## B.M.C. Price Increases

**W**HEN we went to press last week, the increase in price in all B.M.C. cars for the home market had not been officially confirmed. Now, the amount of the increase, which took effect on March 13, has been stated to be approximately 7½ per cent on all cars. The new prices are included in the price list on pages 293-294.

The British Motor Corporation state that in Sir Leonard Lord's statement last December, it was envisaged that the time might come when prices would have to be raised. The last engineering wages award finally made it impossible to continue production at current prices. Before this award, wages had advanced 15 per cent, and material costs by 25 per cent, but improved production methods made it possible to delay the price alterations. The last occasion when there was a general basic price increase was in 1952.

Vehicles which were on consignment in distributor and dealer premises at the time of the announcement, are being sold at the original list price. They may also, for a limited period, continue to carry the old rate of purchase tax calculated on the price before alteration.

## Safe Until Mid-April

**H**OME market prices of Standard and Triumph cars will remain unaltered until mid-April. Then, if sales have appreciably fallen off, prices will be increased. Making this announcement on March 13, Mr. A. S. Dick, managing director of the Standard Motor Co., Ltd. added: "I am concerned, in common with other sections of the motor industry, at the ever-increasing costs of production due to the higher material prices, and lower output."

"Consideration is continually being given to the effect of these increased costs on selling prices, but to give assurance to dealers, I can state that we have decided to stabilize the present home market list prices of Standard and Triumph models until mid-April."

"At that time it should be possible to make a better assessment of the effect on home sales of the recent measures introduced by the Chancellor."

## Buyers' Market

**D**EALERS in America are having to work hard to sustain car sales during the present difficult selling period, and buyers are benefitting. Some prices have been reduced, and there is a noticeable improvement in the services which a dealer carries out for the purchaser of a new car. General Motors, in their new contract for dealers, have agreed to assume the full cost of services carried out under warranty; previously, only part of the labour cost was provided by the manufacturer. Further, factories are expected to raise their standards of pre-sales inspection of new cars, in order to cut down the amount of warranty work which their distributors will have to undertake.

## Four Headlights

**R**ESearch is being carried out by a branch of the U.S. Automobile Manufacturers' Association into the development of a four-headlamp system of lighting for cars. The Cadillac division of General Motors have announced their intention to introduce the four-headlamp system to their Brougham model, which is due to appear before the end of the year.

The system is designed to provide greater night-seeing distances. Additional advantages may be the "cleaning-up" of the fronts of cars in America (which otherwise become covered in auxiliary lights), and a reduction in the dazzle problem.

## Roads for Australia

**A**S in this country, road development in Australia has not kept pace with the post-war growth of transport. Appreciating the urgency of the problem, the various States have together drawn up a programme calling for the expenditure of £A500,000,000 on the construction of new roads throughout the Commonwealth in the next ten years. The Australian Transport Advisory Council has recommended that to help finance the programme the tax on petrol and diesel fuel should be increased. At present the tax accounts for about 20 per cent. of the total price of petrol.

## No Waiting

**R**EFERENCE was made recently to hard-tops for the M.G.A., Austin-Healey and other cars, supplied by Universal Laminations Limited. The standard components for well-known vehicles (Austin-Healey, TR2, Sunbeam Alpine, Jaguar XK120 and 140, Austin A.40, Triumph Roadster, Morris Minor) can usually be fitted in a few hours and thus the owner need not be deprived of his vehicle for more than part of a day. Specially built hard-tops, including those for M.G.'s prior to the M.G.A., generally take about two weeks. Prices vary from £48 to £88, exclusive of sliding screens which cost about £15 extra.

## Record Again

**W**EST German motor car production achieved a record in January: 89,137 cars and lorries were manufactured. As has been previously reported on this page, German car firms are aiming at a total production figure of over one million vehicles this year. The January total therefore suggests that their target will be achieved, provided there are no setbacks during the coming year, since if this figure is repeated each month, the million mark will be exceeded by some 70,000. Transport difficulties caused by the cold weather hindered exports during January, and the December record of 39,326 has not been reached. Total exports for January amounted to 37,058.

## New Volvo Expected

**B**EFORE the end of the year, or early in 1957, the Volvo company, of Sweden, hope to introduce a new model. The new car will be larger than the present two-door PV 444. It will be a four-door saloon, priced at about £830, and is expected to be powered by a V-8 engine.



## Export Comparisons

**L**AST year British car exports exceeded by 53,000 those of her nearest rival — Western Germany. Total export figures for the year were: United Kingdom, 373,203; Western Germany, 319,878; America (estimated), 215,000; France, 132,880; Italy, 69,397.

## Ford Expansion in Holland

**U**NDER the new Ford expansion programme 4,370,000 dollars is to be spent on the modernization and enlargement of the affiliate concern's plant in Holland. This is intended to provide for additional office space and warehousing facilities for spare parts and accessories.

## Ferry Fares Increased

**O**N April 1 the Forth ferry service fares will be increased for the first time in 21 years. The new fares are expected to represent an increase of about 15 per cent. over existing charges.

## Pay for Car Factory Workers

**G**ENERAL Motors report that their workers in United States factories received a record weekly wage averaging 102 dollars—approximately £36 10s.—during 1955. This was an increase of almost 11 dollars over the average for the previous year. Total number of employees in all General Motors factories throughout the world was 624,011, and their pay bill cost more than a quarter of the total income from all G.M. sales during the year.

## Cheaper Volkswagens Forecast

**R**EPORTS from the West German Economic Ministry forecast further reduction in the price of Volkswagen cars; the price was cut by approximately £21 last August, and the export model now sells at 4,600 marks (about £383). Simultaneously, it is reported that the firm last month started reducing working hours from 44 to 40 a week; a spokesman of Volkswagen has stated that this is not due to reduced orders. They hope to produce 400,000 cars and commercial vehicles this year, and to increase exports to the United States (the company's largest export market) from 30,000 to 60,000 vehicles.

## School for Designers

**A** NEW stylist development department has been set up by the Ford Motor Company of America. This is intended to encourage talented students in art and industrial design to enter the motor industry. Qualified designers are now almost as scarce in the United States as engineers and scientists.

## Utility of Plastics

**T**HERE are big possibilities in the commercial field for the use of plastics, according to Mr. A. H. Passey, of British Road Services. In an article in a recent issue of *Motor Transport*, Mr. Passey describes lengthy experiments carried out by B.R.S. with cabs and bodies of plastic materials for vans, one of the main advantages he mentions being the marked saving in weight.

## Your "Autocar"—This Week and Next

*The printing dispute in London continues, and this issue, like those dated March 2, 9 and 16, has been produced in France. Once again we offer our regrets to any readers who have been inconvenienced. The Easter holiday will cause an unavoidable interruption to schedules, and the next issue will be dated April 6 and will appear on that day. We look forward to an early resumption of normal printing arrangements.*

## Automobile Industry Pact in Scandinavia

**E**FFORTS are being made within the Swedish Automobile industry to establish a working agreement with the Norwegian and Danish engineering industries for the manufacture by them of certain automobile components. Such an arrangement would increase the capacity of the Swedish industry, and at the same time extend its markets. Owing to the limited Swedish home market, the industry has hitherto been unable to take full advantage of modern large scale production methods. It is possible that an increased Scandinavian market would warrant the production of a Swedish people's car.

## BRITISH DOLLAR EARNER

**O**N March 19 Nash Concessionaires, Ltd. announced the introduction of an improved version of the Austin-built Nash Metropolitan. Two models—convertible and hardtop—are available, the cars being made primarily for export to America, and for sale in this country to members of the American and Canadian armed forces only.

Most important feature of the new Metropolitan is the fitting of the Austin A.50 engine, which is claimed to give the car a top speed of 78 m.p.h. Among the many other changes are the use of an 8in clutch, a simple concealed lock for the spare wheel, and a number of small styling alterations. Standard equipment on both models includes radio, heater, two-tone colour scheme, cigarette lighter and sun visors; tubeless tyres are fitted.

This new version of the car, which is claimed to be the second best seller among cars imported to America, is to be called the Metropolitan 1500.



Drophead coupé version of the Metropolitan; the bonnet air scoop has been eliminated, giving a cleaner line to the surface. The hood is made of black vinyl, and incorporates an improved folding assembly.

New styling for the Nash Metropolitan fixed head coupé includes a revised radiator intake and a chromium rubbing strip to divide the two-tone colour scheme. The hardtop is a permanent fixture.



# PLYMOUTH SAVOY SALOON

*The*  
**Autocar**  
**ROAD**  
**TESTS**

No. 1590



Prominent in the styling of the Savoy is the treatment of the rear wings. Tail, stop and direction indicator lights are placed in the fins, with "back up" lights in the circular housings beneath them. Restraint has been exercised in the use of plated strips and motifs on the body



**I**N line with other American manufacturers, the Chrysler Corporation continue to increase the size and power output of their engines. In the Chrysler Windsor the Spitfire engine produces 250 b.h.p. at 4,600 r.p.m., and the larger Firepower unit is claimed to develop all of 280 b.h.p. at the same speed. So with the Hy-Fire engine of the Plymouth Savoy, which comes from the same stable. This 4½-litre Vee-eight engine produces 187 b.h.p. at 4,400 r.p.m., with the obvious intention that the power may be available for acceleration rather than maximum speed.

In the U.S.A. the Plymouth Savoy finds its place in the low price market and is the sort of car which the plumber's mate would purchase for his family. It is therefore, the equivalent of our small, medium-priced cars in America. As near as such things can be related, the equivalent price to an American would be approximately £300. The transmission is a conventional American three-speed box with synchromesh, but an optional specification is the Powerflite automatic transmission with which the car tested was fitted.

The Powerflite transmission is fully automatic in operation and embodies a four-element fluid torque

converter with two forward speeds and a reverse. The torque converter gives a maximum torque multiplication of 2.16 on starting. Low forward gear provides a mechanical ratio of 1.72 to 1 and the reverse gear a ratio of 2.39 to 1. The actual overall ratio through the torque converter and the gear box to the rear axle depends largely upon the speed of rotation of the torque converter. In direct drive at speeds above 35 m.p.h. it is approximately equal to the rear axle ratio of 3.54 to 1.

The transmission control on the car tested consisted of a small lever protruding through the fascia panel, in a vertical gate labelled "R. N. D. L.". It is necessary to move the lever to "N" or neutral before the engine can be started, which is a normal precaution in all cars fitted with automatic transmission. Later models will probably use the button type of control system in which the panel, which has four buttons, is located to the right of the steering wheel out of the way of children. The push-button model is mechanical in operation, with cables extending to the transmission box.

On the Plymouth, the ignition switch key is turned fully to complete the starter motor circuit. Cold weather starting produced no difficulty, in spite of the car being

parked overnight in below freezing temperatures, as would be expected from a car developed in a country where severe extremes of temperature are experienced. It can be driven in traffic immediately from cold without any tendency to stall, but the automatic choke results in a rather fast idling speed, which in turn produces creep as the torque converter takes up the drive. Due to the very low brake pedal operating load, the car is easily held back under these conditions. As the induction hot spot arrangement quickly reduces the engine to normal idling, no further creep is experienced.

The Plymouth glides away from a standstill smoothly and under complete control of the driver's right foot. This smoothness is helped by a very well designed throttle linkage, which provides a geometrically progressive increase in throttle movement relative to the depression of the pedal—a significant detail in any car, but more so on those with powerful engines and two-pedal control.

For all normal motoring the transmission control lever is placed in position "D" and left there. Driven rationally, the change from low to high mechanical ratio is virtually imperceptible, and occurs at approximately 16-18 m.p.h. For maximum acceleration the pedal must be fully depressed, and the change up to the higher ratio is then delayed until 57 m.p.h. is reached. In the latter case there is a definite but not violent surge as the higher ratio engages.

The Low range can be selected manually either to relieve the brakes on long down gradients or when storming very steep and tortuous hills which call for frequent variations in speed. This avoids the use of the throttle kick-down engagement, which is rather violent and might well spin the wheels under slippery conditions on such roads.

Optional power-assisted steering is available for this model, but on the car tested it was not fitted. Nevertheless, the steering was light, due to the low gearing provided, which resulted in a little more than five turns from lock to lock. Despite this rather large movement of the wheel, steering was at all times precise, and there was no evidence of lost motion.

Road shocks were almost imperceptible and yet there was a desirable high degree of self-centring action. This was rather marred by the design of the two-spoke steering wheel, which surprisingly had the moulded hand grip only on the lower half of the rim. There were two lumps on the steering rim periphery at the junction of each spoke, which proved uncomfortable as the rim was allowed to spin through the palms of the hands after cornering.

Plymouths sold in Europe are fitted with modified springs and dampers, which provide a very level ride, free from the pitch and float apparent on pre-war

American designs. Many early Transatlantic designs suffered by having seats which were far too bouncy and the driver felt rather like one of those toy dolls on the end of an elastic cord. Much thought has been put into matching the seat spring frequency with that of the suspension system of the Savoy, and rarely have we driven a car in this class which provided a firmer or more comfortable ride.

When cornering quickly, roll was not excessive and the rather bulky dimensions by British standards did not prevent the car being driven very fast over a tortuous test circuit, despite the low geared steering. There



The full width of the windscreen is emphasised in this view of the Plymouth Savoy. The general frontal styling is quite modest when compared with other American cars

was a slight degree of understeer which could be easily counteracted by use of the throttle pedal when necessary.

In current American fashion, the windscreen sweeps round to terminate in nearly vertical pillars which leave a wide, unobstructed field of vision, and one is hardly aware of the slight distortion which occurs at the sharpest radii.

The two-speed electric wipers leave the centre portion of the screen uncleaned, which creates a formidable

The same facia is used for left or right-hand drive models. The radio speaker on the left is balanced by the large speedometer placed on the right. The gear control lever protrudes from the facia

The sweep round of the screen is apparent. Interior fittings are conventional, while contrasting materials are used to cover the front and rear seats







Although the spare wheel and tyre occupy a fair amount of space, there is still room for plenty of luggage in the boot. The floor is covered in rubber matting, and the lid is self-supporting when open.

### PLYMOUTH SAVOY . . .

blind spot in rough and muddy weather conditions. This is one of the difficulties arising from the use of wide yet relatively shallow screens on many modern cars, and is the reason for fitting triple wipers on some of the Italian specialist coachwork.

The driving position is good, although the rearward adjustment of the front seat was rather limited for a tall driver. Due to the low geared steering, it was found cumbersome to drive in an overcoat, but the heating of American cars is such that this garment is rarely necessary. The heater unit on this model was of British design and manufacture, with the controls and lever for the scuttle vent placed below the fascia locker. It was very effective, warming the car interior and clearing the screen soon after starting up, but the rheostat control for the booster fan is somewhat crude.

With a car which has a maximum speed not far short of 100 m.p.h. and acceleration to match, one's greatest wish is for brakes completely free from fade. Two-leading shoes at the front, with leading and trailing at the rear, have vacuum assistance and give good retardation in response to very light pedal pressures for normal driving, and were very consistent in these conditions.

Under very fast driving conditions, with repeated hard braking, there was an appreciable degree of fade; this

is due to the high servo factor typical of American practice to obtain low pedal loads. The most disconcerting feature was that during the cooling period after severe use there was grab on the front brakes, which varied from wheel to wheel. Once the brakes had cooled down to a lower temperature the consistency returned to its previous standard.

The brake pedal can be conveniently used for left foot braking, and is wide enough for use by both feet if necessary. The pull-out hand brake is placed below the fascia to the right of the steering column, and is of the usual American twist and release type.

Full marks are earned by the headlamps, which give excellent driving and dipped beams. The three circular instrument dials are well lighted and can be dimmed by a rheostat control. The speedometer is easily read, and the needle is very steady in its movement. Immediately above the centre of the fascia is an electric clock in a large housing which tends to obstruct the driver's view. It has, at least, the advantage of being easily seen by the occupants of the rear seat. Part of the equipment of the test car was a foot-operated screen washer.

There is plenty of light inside the car; the rear window is almost as large as the windscreen and this helps to make reversing and parking easy. These manoeuvres are helped by the pointed fins of the rear wings, which can be seen from the driving seat, but there is difficulty in seeing the left side front wing. The fins house the rear lamp clusters, but the sharp corners are more dangerous than eye-catching. It is an easy car to enter and the seats are comfortable, with plenty of leg room for the rear passengers. The seats are covered in one of the fashionable but thoroughly serviceable new cloth-based materials, with an interwoven aluminium thread. Rubber matting is used to cover the floor of the driving compartment, while carpet is used in the rear.

In a car of this size one expects more room for guide books and maps. There are no door pockets and the locker in the fascia is of very limited capacity. Interior ventilation is helped by opening quarter vents in each door. The door sealing is effective; there are no uncomfortable draughts or cold spots which might affect the occupants. Interior lighting at night is provided by a roof lamp which is connected to switches mounted in the door posts, and a map light is fitted beneath the fascia. The window winder and door handles are well placed so as not to interfere with the comfort of passengers, and arm rests which form door pulls are fitted to each door.

The luggage locker is enormous by British standards, and the spare wheel is barely noticed on the right-hand side in a vertical position. The lid is supported on spring-balanced hinges, but a knack is required in closing the lid to avoid trapping one's fingers. The filler for the fuel tank is located in the right-hand rear wing behind the hinged flap, and the cap is fitted with a lock which is rather cumbersome to operate in the confined space.

Beneath the 'hood' the Vee engine and its large carburettor oil bath air cleaner occupy a lot of space, in



The servo motor for foot brake assistance is mounted on the bulkhead close to the heater unit. A large capacity oil bath air cleaner practically envelopes the carburettor of the vee-8 engine.



INCOMPARABLE

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... FOR PARTICULAR PEOPLE

*Craftsman-built for those who insist on individuality and have a liking for luxury, one of the four Princess models will solve the problem of car selection for 1956 and many years to come. Prices from £2,686.7.0 to £3,226.7.0 including tax. An automatic gearbox is amongst the many optional extras available. Your Austin distributor will be pleased to demonstrate this impressive car.*

*Vanden Plas*

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# Another outright win for **MINTEX**

MINTEX Brake Liners – used by the  
outright winner of this year's Monte Carlo Rally – came through  
with another outstanding success in the

## **R.A.C. BRITISH INTERNATIONAL RALLY**

**CONGRATULATIONS** to the outright winner

**LYNDON SIMS** (Aston Martin DBII) and to the  
runner-up **IAN APPLEYARD** (Jaguar XK140) – both of  
whose cars were equipped with MINTEX Brake Liners.

(Subject to Official Confirmation)

When high performance counts

you can rely on **MINTEX**

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING & ASBESTOS LTD.,  
CLECKHEATON, YORKSHIRE, AND ARE AVAILABLE AT LEADING GARAGES THROUGHOUT THE COUNTRY.



contrast with a number of present day designs where other auxiliaries want their own share of room. The engine oil filler is accessible, but would be more convenient if the orifice were vertical. The oil level dipstick can be reached easily, but the sparking plugs are well tucked away below the valve rocker covers. The twelve-volt battery is mounted high up on the left side wing valance, and the adjustment of the dynamo belt is simple. There is no internal release for the bonnet from the driving compartment, but a safety catch is provided in addition to the normal locking device.

It is unlikely that the owner of a car such as the Plymouth Savoy will carry out his own maintenance,

but there are approximately 30 chassis lubrication points to attend to every 1,000 miles.

There is no reason to doubt that the Chrysler Group's reputation for fine engineering is fully maintained in the new Plymouth. Not only is it technically excellent, particularly in respect of engine and transmission, but it gives the impression of being robustly constructed, and of being ready to drive across a continent as nonchalantly as from home to work.

## DATA

**PRICE** (basic), with saloon body £1,086 15s.

British purchase tax, £551 4s. 6d.  
Total (in Great Britain), £2,537 19s. 6d.

**ENGINE:** Capacity: 4,500 c.c. (277 cu. in.)

Number of cylinders: 8 (vee).  
Bore and stroke: 95.23 x 79.49 mm. (3.75 x 3.13 in.)

Valve gear: overhead, pushrods, and hydraulic tappets.

Compression ratio: 8.0 to 1.

B.H.P.: 187 at 4,440 r.p.m. (B.H.P. per ton laden 104.2).

Torque: 265 lb. ft. at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 22.85. With no torque multiplication.

**WEIGHT:** (with 5 gals. fuel), 324 cwt. (3,612 lb.)

Weight distribution (per cent.):  
F, 56.8; R, 43.2.

Laden as tested: 354 cwt. (4,012 lb.)  
Lb. per c.c. (laden): 1.1.

**BRAKES:** Type: F, two leading shoe; R, leading and trailing.

Method of operation: F, and R, hydraulic, with servo assistance.

Drum dimensions: F, 11 in. diameter; 2 in. wide.

R, 10 in. diameter; 2 in. wide.

Lining area: Total: 166.2 sq. in. (92.6 sq. in. per ton laden).

**TYRES:** 6.70-15 in.

Pressures (lb. per sq. in.): F, 24; R, 24 (normal).

**TANK CAPACITY:** 14.25 Imperial gallons.

Oil sump: 8.5 pints.

Cooling system, 33½ pints (plus 1.5 pints if heater is fitted).

**TURNING CIRCLE:** 40 ft. 2 in. (L and R).

Steering wheel turns (lock to lock): 5.

**DIMENSIONS:** Wheelbase: 9 ft. 7 in.

Track: F, 4 ft. 10.4 in.; R, 4 ft. 10.5 in.

Length (overall): 17 ft. 0.8 in.

Height: 5 ft. 0.1 in.

Width: 6 ft. 2.6 in.

Ground clearance: 7.5 in.

Frontal area: 30 sq. ft. (approximately).

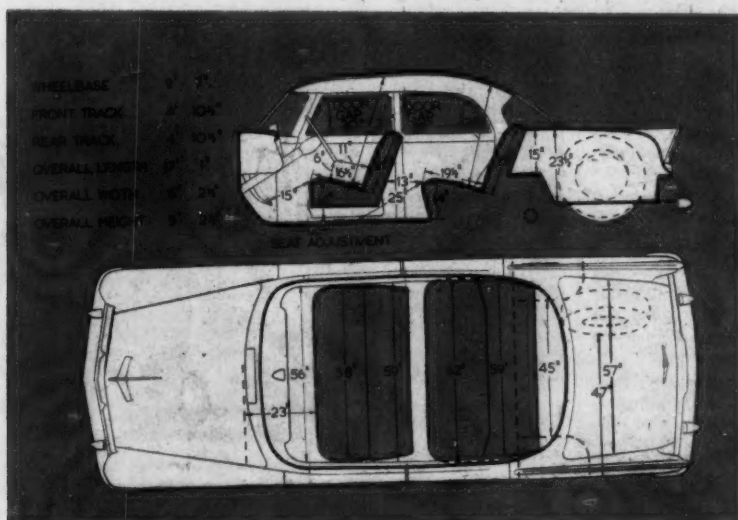
**ELECTRICAL SYSTEM:** 12-volt; 50 ampere-hour battery.

Head lights: Double dip; 40-50 watt bulbs.

**SUSPENSION:** Front, independent coil springs and wishbones. Rear, half-elliptic leaf springs.

Anti-roll bar position, front.

## PLYMOUTH SAVOY



Measurements in these ½ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

## PERFORMANCE

**ACCELERATION:** from constant speeds.

Speed range, \*Gear ratios and Time in sec.

M.P.H.	Dr. range
10-30	3.7
20-40	4.5
30-50	5.2
40-60	6.6
50-70	9.3

\*Gear ratios Drive range 3.54.  
From rest through Low and Drive Range to:

M.P.H.	Sec.
30	4.7
50	9.0
60	13.7
70	19.2
80	26.2

Standing quarter mile, 19.4 sec.

**SPEEDS ON GEARS:**

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	93.2 (mean)	150.0
	95.0 (best)	152.8

**TRACTIVE RESISTANCE:** 45 lb. per ton at 10 M.P.H.

**TRACTIVE EFFORT:** Pull (lb. per ton) Equivalent Gradient

Drive Range 310 1 in 7.1

**BRAKES:** Efficiency Pedal Pressure (lb.)

89 per cent. 50

85 per cent. 30

79 per cent. 25

**FUEL CONSUMPTION:** 16.4 m.p.g. overall for 230 miles (17.2 litres per 100 km.)

Approximate normal range 13-20 m.p.g. (21.7-14.12 litres per 100 km.)

Fuel, first grade.

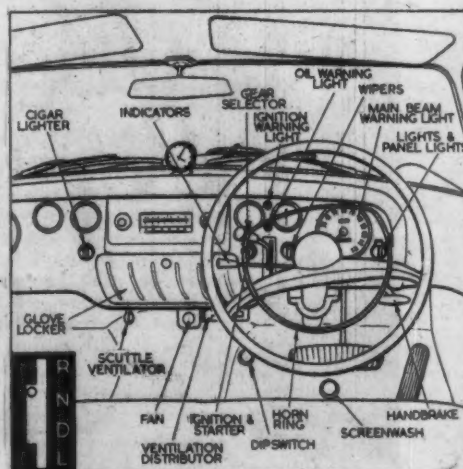
**WEATHER:** Overcast, light breeze, damp surface.

Air temperature: 35 dg. F.

Acceleration figures are the means of several runs in opposite directions. Tractive effort and resistance obtained by Tapley meter.

**SPEEDOMETER CORRECTION: M.P.H.**

Car speedometer:	10	20	30	40	50	60	70	80	90	97
True speed:	11	20	29.5	39	48	57.5	67	77	86	95



## AFGHANISTAN ADVENTURE



Found part of the road flooded . .

"I am very sorry but one of the bridges is down, and so you will not be able to go yet. It collapsed under one of the lorries yesterday—they were not all killed. I know you do want to get back to Kabul, and so we are going to build a new bridge, but, of course, it will take some time."

A party of four undergraduates, of which I was one, had motored out to Afghanistan during the summer vacation to carry out geographical research. Now we had just returned from our research area to Faizabad, the capital of the Province of Badakshan, and were making our way to Kabul, the capital of Afghanistan. It was with the above words that one of the Governor's staff greeted us. For my part the time could be well used. Our faithful Land-Rover had brought us 8,000 miles without any trouble, and some maintenance would obviously assist her to take us an equivalent distance back to England. If I thought of maintenance the Afghan townsfolk had different ideas. Here was free entertainment for the afternoon, and soon a vast crowd was watching, with evident amusement, the visitor curse and swear, as he dropped nuts and spanners. I was having some difficulty in removing a tyre and indicated that I would like some assistance. This was a chance for the boys to show their strength, but

"The road again follows the roaring river, as it bores its way through the mountains"



"A by-pass had been made round it"

to no avail until one smiling lad of about 15 came forward, and removed the offending cover with apparent ease. True to the experiences which we had had on previous occasions, he would accept no money, but delighted in the offer of a cigarette, which then had to be handed round to the gallery.

The next day we learnt to our great surprise that the bridge was nearing completion, and that it would probably be ready by the time we arrived there two days later. We set off at once, for we wanted to see this amazing bridge-building. The road itself is exciting. It follows the river, sometimes nearly at water level, sometimes little more than a ledge cut into the rock, which forms the side of the valley. For much of the time we were in low range and it was often necessary to stop while a flock of sheep or goats squeezed past. On one occasion, we found part of the road flooded, and had to take to the water. This was well above our knees, and the remains of the road surface were very soft. As only about 50 yards were under water, we decided to use our winch from the start. This was of the capstan type and was mounted on the front of the vehicle. One end of the rope is securely anchored to a tree, or some similar object, on the far side of the water, is led round the winch, and is hauled in by the crew at the other end. We were lucky with this particular obstacle, for there was a very convenient tree at the other side, and we found that the Rover pulled itself through very easily at the second attempt; the second, because on the first we forgot to remove the fan belt—the fan threw water over the "electrics" and halfway through the engine stalled. A moment of despair followed, for the exhaust was under water, but, to our surprise and relief, the engine restarted at once after we had dried the sparking plugs.

We reached the bridge, and it was indeed nearly ready. There were thousands of people working on it and to save time the ravine had been almost filled in

with stones. It was with some trepidation that we drove the Rover across to the cheers of the workmen, and then came the pleasant duty of shaking a selected proportion of the workmen by the hand, which they seemed to love, and we nearly had to go round again.

Such are the conditions in the North-Eastern Province of Afghanistan. In the plains to the North-West the track is again appalling, and at one stage the only possible route was by following the two deep ruts caused by the heavy lorries, which occasionally visit these areas. But the ruts proved to be too deep. To each side of the track were gullies and pits, and all we could do was to move slowly forward with one set of wheels in one of the ruts and the other set on the ridge between. It was rather like sailing a dinghy, and we had to hang on to the high side of the car to keep it from overturning. It was in such conditions that we spent whole days with the speedometer needle wavering between four and six miles an hour. Moreover the temperature was well over 100 deg. F., and there was no shade of any kind.

But there are two trunk roads of very different character. That from Herat to Kabul via Khandahar is well known as the usual route through to Pakistan, and if one forgets about the appalling surface, it is possible to cruise at 50 m.p.h. But there is one snag. Every now and again comes a small but treacherous unmarked wadi for which it is essential to slow down, and it is often very difficult to see them until too late.

The road going northward from Kabul is the more interesting; a magnificent engineering achievement. It crosses the Hindukush range of mountains by the Shibar Pass, 9,000 feet high. Here it was most interesting to find that there was very little loss of performance. This road is the main supply line from Kabul to Russia, and, if the surface is again appalling, at least the bridges are strongly made of iron, and should portions be washed away, the road is always repaired at once. The scenery is superb, and the road again follows the roaring river, as it bores its way through the mountains.

We saw only one passenger car, although we traversed 200 miles of this road on three separate occasions. There is, however, a continual stream of lorries. A few of these are of Russian manufacture, and certainly look most impressive, being utterly functional with no attached frills, but their operators said they gave considerable trouble. The remainder are Afghan-American combinations, for which the following recipe is normally used. Take one American chassis (International or Chevrolet), or preferably a complete lorry, because then the cab and all comfortable fittings can be ripped off and sold. Build up as large and as high a superstructure as possible with any bits of wood that can be found. Cover with any metal, and paint in the brightest possible colours. The combination is then ready for



"... to the cheers of the workmen"

use, and there would seem to be competition to see who can get the most on to his lorry. The Afghans do not worry overmuch about maintenance, preferring to go on driving until something breaks; it is usually the differential, and the lorry is then abandoned probably for four or five days, while the driver takes the offending part down to Kabul. We were always coming upon such vehicles, and on one occasion found that, rather than moving the vehicle to the side of the road, which it was completely blocking, a "by-pass" had been made round it.

We did try to maintain the Land-Rover and she never showed any signs of wanting to join these lorries. In fact, we went into an Afghan "garage" only once—at Khanabad, and then because we were feeling too lazy to mend another puncture. Here again great interest was shown, but there was no question of payment. We were able to relax drinking tea, or to look at the stores, in which were a wonderful assortment of bits and pieces from old vehicles, and some most amusing bottles of distilled water with labels depicting cars of the 1920-s.

It was indeed a joy to have an utterly reliable vehicle, and despite the continual banging over Persian corrugations she remained so at the end. Whereas we had come out through the north of Turkey past Mount Ararat, we returned through Baghdad and Damascus, and then took the coast road north from Beirut. We thus saw the transformation from the western to the eastern way of life on the way out and the even more interesting converse on the way back. In Persia we were able to ride in several examples of Russia's Pobleda, and unlike the previous comments on Russian lorries, the drivers of the Pobleda were full of praise. We were also most impressed by the very heavy German diesel lorries all over the roads of the Middle East. Often we would be cruising at 50 m.p.h., when, with a fanfare of trumpets, one of these great monsters would come roaring past us. It would have been nice to have seen more such lorries of British manufacture.

We were lucky in that there were no critical moments with our car, despite the fact that we were often driving 14 hours in a day. The hard springing did not provide a very comfortable ride in the back, but then it is unusual to take passengers in the back of a Land-Rover truck over long distances, and the three front seats were very comfortable, even over the most appalling surfaces. And this kind of springing paid great dividends in other respects. On the few occasions that we broke a leaf, it was very easy to make up a new one out of odd metal, and there were no apparent ill effects from running with a broken leaf. In fact, we came back the whole way with the top leaf of one of the front springs in two pieces; we had hit a wadi at speed between Kandahar and Herat.

After trying to keep the speed down for the first few days, we soon found that we always drove as fast as possible. By the time we were back in France we were cruising at above 60 m.p.h. and still no protest from the engine. We arrived back at Southend, in the pouring rain, of course, having learned much, and with a very deep respect for OUE 271.

C. J. J. BALFOUR

"It was with some trepidation that we drove the Rover across"





# GENEVA

## Outstanding Examples of the Coachbuilder's Art



**I**TALIAN specialist coachbuilders are recognised as the world's leaders in body styling. Their establishments are centred on Turin in Northern Italy and, not unnaturally therefore, it is at the Turin Show (the next is to be held from April 21 to May 2) that most of their innovations and striking designs are first seen.

At the recent Geneva Show, several of the best examples of bodywork, based on a variety of chassis,

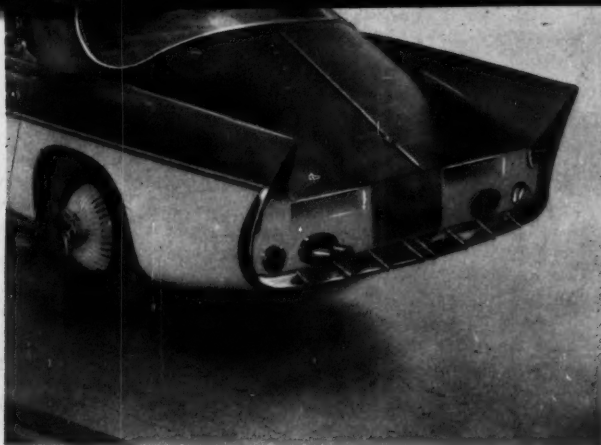
were again displayed together with some entirely new designs, large and small, one-off or intended for production. Mainly the coachwork from Italy and other countries was aimed at the discerning market which desires quality and individuality. Thus, for example, there were no grotesque specimens such as the Indianapolis Special, a body exhibited on an American Vee-eight chassis by Boana at Turin last year. The notes that follow are confined to new bodies of special interest.

*Printemps* by Vignale, on the Fiat 1100 TV chassis



**ALFA ROMEO 1900 SUPER SPRINT.** This sports two-seater coupe, with very elegant bodywork by Touring of Milan, is typical of the Italian methods of producing graceful lines without adornment. The bonnet has a downward slope reminiscent of the smaller Giulietta Sprint and the discreet use of a chrome fillet serves less as a decoration than to underline its shapely form. The bumpers wrap well round the body sides at front and rear and the door windows are frameless. Cast iron drums are used at the rear and those at the front are turn-finned aluminium with bolted-in liners.

**VIGNALE PRINTEMPS.** American influence is to be seen among several of the specialist coachbuilders. The Printemps two-door coupe on the Fiat 1100 TV chassis is typical of the Italian interpretation of this influence.



Diminutive Abarth Fiat (600 c.c. become 750) with retractable headlamps

**ABARTH.** The cut off rear end of the Bertone body is reminiscent of our own sports Cooper with the addition of tail fins. The cast aluminium turbo wheel embellishments and dummy three-star nuts which retain them give elegance at the expense of weight. The lamps at the front swing inside the body when not in use, in the same way as Bertone arranged the retraction on his earlier B.A.T. bodies.



Alfa Romeo Super Sprint 1900

Chine Line by Boana on the Ferrari

**BOANA FERRARI.** This two-door four-seater cabriolet body on the three-litre Ferrari 250 Gran Turismo chassis is noteworthy for the chic outward flared fins at the rear end on an otherwise restrained form. Apart from demonstrating the skill of the panel beater they would appear to offer little either in function or adornment and would be very vulnerable to damage.





Farina's 'Florida' on a 2½-litre Lancia chassis

#### PININ FARINA FLORIDA

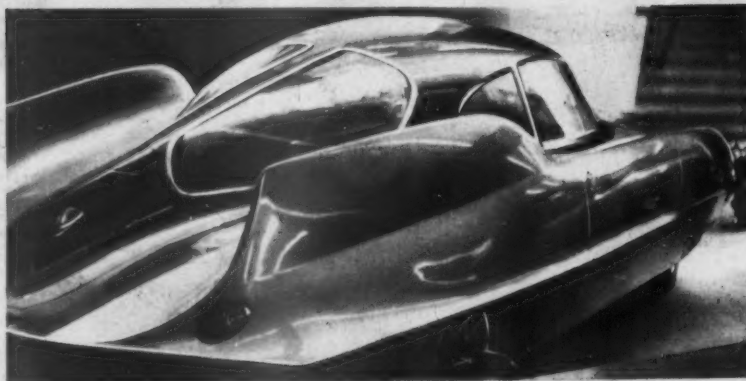
Since it was introduced barely a year ago, this four-seater four-door saloon mounted on the 2½-litre Lancia Aurelia chassis, has become acknowledged as being one of the most beautiful creations of recent years. It is unusual in being among the very few examples of specialist Italian coachwork designed to carry four people in unquestionable comfort. Since its initial appearance rear ventilation panels have been added to the rear doors of this pillarless saloon.



Modified Multipla by Farina, with outside spare wheel and opening rear window

**FARINA MULTIPLA.** The front of the body has been modified to make room for the spare wheel, thus improving the front compartment by allowing more space for the legs of the passengers. At the same time the rear window hinges upwards to allow long loads to protrude outside the body. This partially overcomes the shortcomings of a rear engine layout for conveyance of goods.

**BERTONE B.A.T.** The latest version on a 1900 Alfa Romeo chassis makes an attractive exhibit. The coachwork on this model has always been outstanding for the exaggerated tail fins which, in the latest example, have completely lost their inward sweep. The windscreen is steeply raked, and in conjunction with the low roof line, it provides limited forward vision.



Straight-finned Bertone B.A.T.



Pinin Farina's 1100 TV Fiat

**PININ FARINA COUPÉ.** Farina has marketed this standard model on the Fiat 1100 TV chassis for the past two years. New to Geneva is the front grille modified in line and decoration. A chromium plated moulding is fitted round the radiator air inlet and at the middle of the horizontal bar is a rosette containing a "TV" badge. Seating capacity has been improved, particularly for the rear occasional seats.



**GHIA DODGE.** This specialist body on the Dodge chassis is one of the rare creations of Italian coachwork on an American chassis. It is a two-door four-seater convertible in which typical American styling has been cleverly retained. In this manner it should find a ready market among Americans who have the money to pay and require individuality combined with transatlantic performance.

*Italian American accord, by  
Ghia, on a Dodge chassis*



*Soletta from Switzerland*

**SOLETTA.** One of the two completely new cars on show was the Soletta, a prototype vehicle developed by a Swiss engineer, Mr. W. Salzmänn, who directs a research establishment for cars and agricultural machinery at Soleure. In its present form the car is not yet ready for sale and represents a collection of solutions to problems which by trial in other spheres appear worth while for use in a road vehicle. The designers have approached some problems from extreme angles, particularly those concerned with body construction and suspension.

The body, which makes no pretence to having sleek lines, is symmetrical, with the front and rear cut off vertically. It is made entirely of reinforced plastic and the development of the technique for using this caused a serious hold up in construction of the prototype. Four seats are arranged in a very small compass—the wheelbase is 6ft. 6½in., overall length 9ft. 10in. and unladen height 4ft. 4½in. Good vision is achieved

by an almost complete band of glass running round the top half. There are two separate seats in front and a bench with rounded back in the rear. Access to the rear is possible without moving the front seats by opening either of the very wide doors each side. To distribute the hanging loads from these doors evenly throughout the plastic structure one is hinged at the front and the other at the rear.

The horizontally-opposed, two-

cylinder Condor air-cooled, side-valve engine, with a 78 mm bore and 78 mm stroke, is located under the rear seats. As a result they are considerably higher than those at the front. In unit with the engine are a Renault 4 c.v. gear box and final drive which have been transposed so that the gear box is placed between the engine and differential assembly. A frame anchorage is provided at the engine end of this unit and part of the transmission end is unsprung. Renault swing axles transmit the drive to the wheels, for which there is a compound differential suspension system. A vertical hanging plate is welded to each half axle tube. Between these plates is a tie rod which passes below the transmission casing. At each end, on either side of the plate, is a group of circular rubber washers which limit the axle movements relative to each other. Each axle trumpet also has a normal coil spring at its wheel end so positioned that its line of action passes through the wheel-to-ground contact point.

The claims for this system are that the angular position of the swing axles does not alter with load, i.e., the body is independent of load changes. When the two wheels rise simultaneously the transmission follows this movement, acting almost as a rigid axle and the inertia of the system prevents the transmission assembly following the rapid movement of the wheels. The designers claim that the rubber suspension with a natural frequency of 600 cycles per minute caters for high frequency wheel hop and the coil springs for the normal suspension loads.

*Vignale Rendezvous; an original Fiat 600 treatment*



**VIGNALE RENDEZVOUS.** To achieve styling individuality Italian coachbuilders invariably manufacture their own radiator grilles. That on the Rendezvous is a dummy as the body is fitted to the Fiat 600 chassis; nevertheless, it is an extremely elegant front reminiscent of the Lancia Spyder. It is one of the most distinctive designs among the special coachwork for the Baby Fiat and in overall dimensions very little smaller than the larger 1100 TV saloon by the same bodybuilder.

## POPULAR—AND WELL-BEHAVED



The sturdy Ford Popular is a favourite amongst farmers; with the L.M.B. divided front axle and other modifications to its springing, its cross-country abilities are considerably enhanced.

THE name of Leslie Ballamy has been associated with the divided front axle since the middle thirties, and this type of independent suspension has found wide favour since then, although Mr. Ballamy's original patents have long ago expired. Well known present-day applications of his system are those of the Allard and Lotus, both famed for their exceptional road-holding qualities.

Now the same designer has introduced a standard conversion kit for the current Ford Popular model, also applicable to the earlier beam axle Anglias and Prefects, and a Popular modified in this manner has recently been tested over several hundred miles. Mr. Ballamy has been thorough and conscientious in his research before placing this kit on the market, and has been careful to ensure that no Ford parts are stressed beyond their normal limits; he could, in fact, have softened the ride more if he were prepared to

accept a reduced spring strength factor, but he is not.

The standard Ford beam axle is divided in the centre, the ends of each half being hinged on Silentbloc bushes to a central bracket, which also clamps the transverse main spring to the chassis. An increase of three inches in the front track has not brought the wheels outside the wheel arches, and had the double advantage of increasing stability and improving the frontal aspect of the car. The V-shaped radius rod, which gives fore and aft anchorage for Popular axles, has been divided at its apex, and each half hinges on a Silentbloc bush from a bracket replacing the usual ball-joint housing. Each half axle and its radius arm thus forms a wishbone with its longitudinal axis along the chassis centre line.

The main spring is new, and three inches longer than standard.

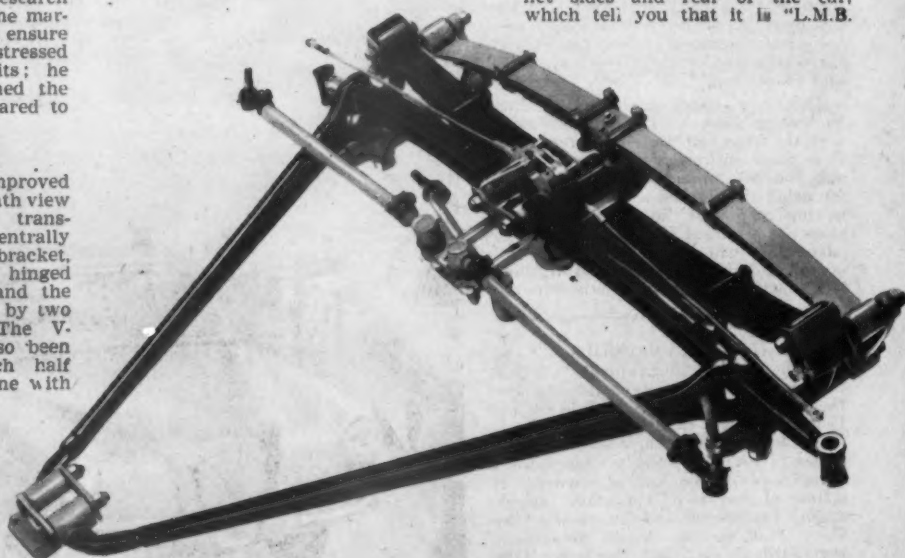
It is supplemented by an additional spring, pivoted at its centre beneath and forward of the main spring, and attached at its extremities to extensions for the main spring shackles. This combination gives a wheel frequency of 89 cycles compared with the normal 123. The track-rod is divided, its inner ends being coupled to a steering link supported on two slave levers, which extend rearwards from the central bracket. The draglink connects to this steering link via a further Silentbloc bush, and to the steering box drop arm by a ball joint assembly. A special brake compensator linkage is fitted to synchronise with this modified suspension geometry.

Also included in the conversion is a new rear spring, two inches longer than the one it replaces and having a periodicity of 110 cycles (contrasting with the normal 130), and a 36-inch Panhard rod, to improve the axle's lateral location. The price of the conversion parts, in exchange for those they replace, is £37-10-0, and the fitting charge is expected to be about £5.

Since no modifications to the chassis are called for and there are no holes to drill, the job could be done in a very few hours by any amateur owner with a smattering of mechanical aptitude, and with the assistance of a friend or two, jacks and block of wood.

On the road, the Ballamy-converted Ford can be distinguished from outside by its increased front track and by red enamelled badges on the radiator grille, bonnet sides and rear of the car, which tell you that it is "L.M.B."

Geometric formula for improved road-holding; this underneath view shows the supplementary transverse spring pivoting centrally in the substantial centre bracket, the divided axle halves hinged about the same bracket, and the two-piece track rod located by two swinging slave levers. The V-shaped radius arm has also been divided at its apex, each half in effect forming a wishbone with its respective half axle.



# B.M.C.

## SUCCESSES

In the

# RAC RALLY

### TEAM AWARD

## AUSTIN

MRS. JOAN JOHNS—A90

G. N. BURGESS—A90

J. SEARS—A50

31 Teams Entered

### LADIES' AWARD

1st AUSTIN Miss ANGELA PALFREY

3rd M.G. Series M.G.A. Miss PAT MOSS

### CLASS AWARDS

Class 3 (1301 cc—2000 cc)

1st AUSTIN A. H. SENIOR

3rd M.G. W. C. SLOCOMBE

Class 7 (2601 cc and over)

2nd AUSTIN Mrs. JOAN JOHNS

Class 8 (up to 1600 cc)



1st M.G. A. F. COAKLEY

2nd M.G.A. D. C. ABSALOM

3rd M.G. J. N. M. HILLS

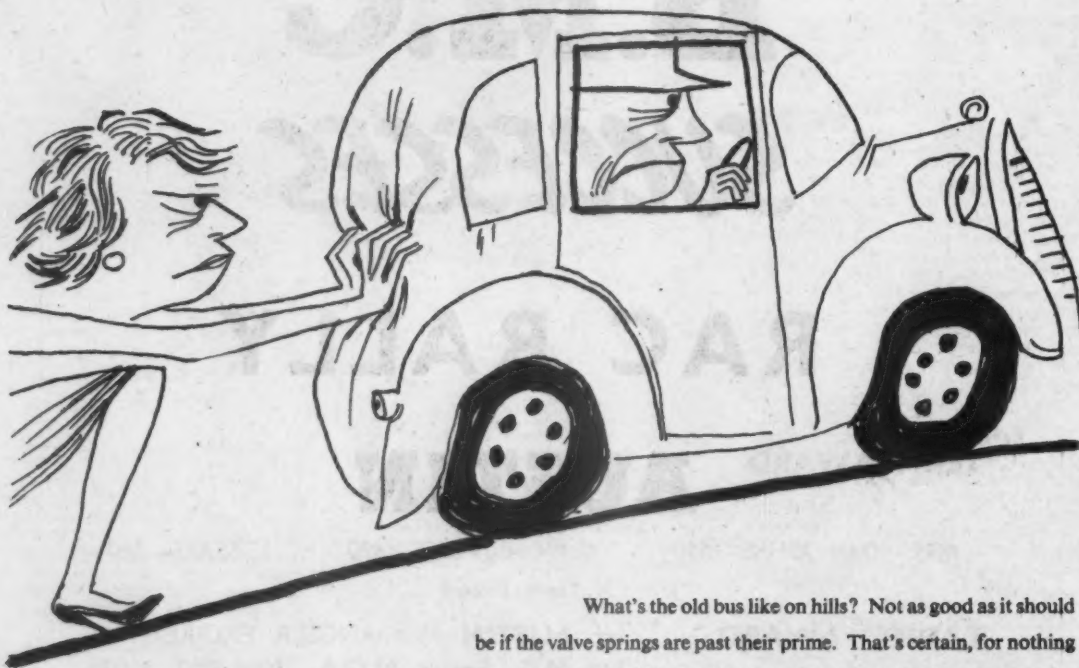
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## THE BRITISH MOTOR CORPORATION LTD

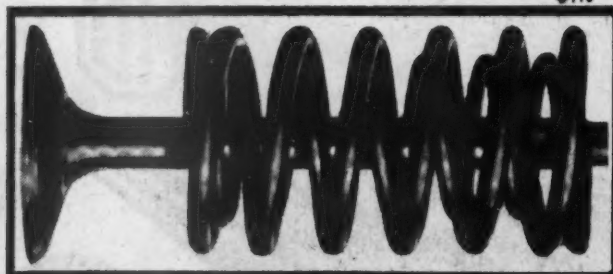


## Horsepower or wifepower P



What's the old bus like on hills? Not as good as it should be if the valve springs are past their prime. That's certain, for nothing wastes power like tired valve springs. Luckily, it's not expensive to have new ones fitted. And they soon pay for themselves in petrol saved. Especially if they're Terry's which last so long: are so efficient too.

refit with **TERRY'S** aero valve springs



**Terry's Battery Terminal Remover**  
Strong, light, cadmium plated finish. Will pull up the most obstinate terminal. 5/- each



**Terry's Ignition Tool**  
Combined spanner and screwdriver for points, coil, and distributor nuts and screws. 1/6 each



**Terry's 'Midget' Spanners**  
The 'Midget' has 3 different spanners, a '012' feeler gauge and a screwdriver. 2/- each

HERBERT TERRY & SONS LIMITED, REDDITCH, ENGLAND

Supersprung". The front wheels repose vertically, the springing being too firm to allow the grotesque—though perfectly safe and practical—angles which can be assumed with some swing axle designs.

From inside, the difference between this car on the move and the standard product is very marked, but its pretensions to approach modern standards of comfort are counteracted by the Popular's seats. These accentuate and multiply road shocks, thus largely neutralising the good work of the dampers. As a result one is perpetually on the move except on very good surfaces, and the wind-screen frame dances up and down relative to the driver's eyes in irritating fashion.

Although this annoyance is less marked on this converted car than on the production model, it does detract from the merits of Mr. Ballamy's work, and we suggested to him that he try a pair of those clever rubber-sprung seats with which the 2 c.v. Citroën is equipped. Although not so elegant as the Ford's seats, they have the added merit of

leaving even more room for the rear passengers' feet.

The Popular is a robust and commodious little car which is a full four-seater, with plenty of room for heads and knees, and its position as the cheapest car on the English market suggests that many of its owners will not be deeply interested in the finer points of road-holding and rapid cornering. For these the Ballamy conversion offers increased comfort and much improved directional stability, and hence a greater safety margin.

More sporting folk will rejoice that it now corners in truly classic style with scarcely a trace of roll, and inspires such confidence that one can play enjoyable games of cat-and-mouse on twisty roads with much faster cars.

Steering and brakes are both first class, although low-speed manoeuvring is rather heavy, especially towards full lock. The wider track has, so to speak, done the steering lock a good turn, since a reduction of three feet in the circle diameter is possible if the stop extensions are machined off the king-pin cotter nuts. The

pivoting of the half axles about the car centre line has brought with it the further benefits of increasing the vertical travel of each wheel, and of usefully reducing the unsprung weight.

The Ford is held in high esteem by farmers, so we took it to a farm in the Sussex downs and drove rapidly up a rough track used by tractors and the like. It behaved splendidly, taking the ruts and potholes in its stride and remaining completely under control at a speed which would be beyond the scope of this model in standard form.

The car sampled was Mr. Ballamy's personal property, and was fitted with Marchal headlamps and two Bosch auxiliary lamps, a combination which made it safe for fast night travel on indifferent roads. The engine of the Ford Popular can be tuned to quite a high pitch, and the combination of extra power with these enhanced handling properties would make this an interesting proposition for the sporting motorist who also needs room for the family, yet cannot turn a blind eye to his bank balance. R.B.

## Atomization and Mixture Distribution

DEVICES to provide "mixture correction" in one form or another have been made throughout the history of petrol engine development, and any addition to such accessories today is in danger of being hurriedly dismissed. But in the G.M. Manifold Modifier design has been logically conceived, working on the assumption that lack of smoothness in the slow running and acceleration of normal engines is the result of faulty distribution. The aim was primarily to maintain the mixture in as far as possible a completely atomized condition, during its passage from carburettor to inlet port.

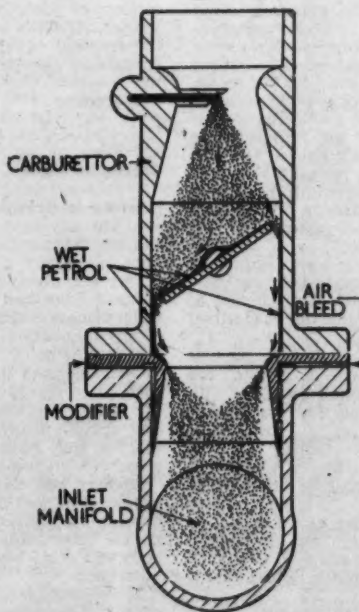
This approach is opposed to the idea of vaporizing the petrol by an excessively heated hot spot which has the disadvantage of being inoperative at, and shortly after, cold starting; it also reduces volumetric efficiency and promotes pinking by too rapidly boiling off the lighter fractions of the fuel.

The object of the G.M. device is to re-atomize the fuel and return it to the air stream so that it can continue its passage through the manifold as a mist, of which the fuel droplets are so small that centrifugal or inertia separation does not occur at the manifold bends.

To produce this result a short, venturi-shaped, flanged adapter is inserted between the carburettor flange and the manifold, calculated to direct any liquid fuel running down the walls back into the centre of the air stream in atomized form. The throat of the venturi is highly polished on the entrant side and has a sharp lid at its smallest diameter so that liquid is swept off the edge in a finely broken spray. To ensure atomization of any fuel adhering to the venturi beyond this point, a small air bleed is admitted behind the flange, and this

sweeps droplets off the lower edge of the adapter.

There are no moving parts and there is no restriction of flow into the manifold, since the cross-sectional area at the venturi is greater than the effective area at the throttled zone of the carburettor.



In practice the objective has been amply fulfilled. A G.M. Modifier was fitted to a 1½-litre M.G. over two years ago and is still in use. The immediate impression was of much greater smoothness, and ability to pull steadily and accelerate on top gear, even at speeds not registered by the speedometer. While this is not particularly desirable, the same degree of smoothness was apparent at all speeds and the need for gear changing was reduced. There was no reduction in maximum performance. On the score of improved smoothness alone, therefore, the device is highly desirable.

Consumption was improved, mainly because the smoother characteristics of the engine permitted a weaker idling setting to be used. Over carefully checked periods of several thousand miles the consumption was 29.5 m.p.g.; an improvement of about 4 m.p.g. This car was in use in the dense traffic area of south-east Lancashire; a similar car used in the London and Midland areas provided as confirmation a consumption of 32 m.p.g., improved from a previous figure of 27.3. Comparable results were also obtained with a Singer SM 1,500.

In all cases the smoother low-speed running and acceleration were sufficiently marked to justify fitting the economizer even if fuel consumption had not been improved.

The G.M. Manifold Modifier is the invention of G. A. Mangoletsi and is made by the G.M. Carburettor Co., Cranfield Works, Malt Street, Knutsford, Cheshire. Cost is 20s up to 34mm (1½in) or 25s for larger sizes. Special Modifiers for the 1½in S.U. square flange carburettor as fitted to Bentley, Jaguar and Rover 90 engines are 30s. Where twin carburettors are fitted two modifiers are necessary. Prices are post free.



COTSWOLD STONE shines yellow in the winter sunlight. Stow-on-the-Wold is one of Gloucestershire's less commercialised towns, even in the touring season.

## Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

### A Roads Building Society?

**"Flexible Scheme."** Are we not making the fundamental error of assuming that we must wait for our new roads until the Government comes to its senses? Our forefathers managed to provide the country with networks of railways and canals without Treasury financial interference. Granted we have said the Government many times over for our motor ways and bridges and it is their moral responsibility to build them, but years have passed and we seem no nearer to getting our ever-increasing needs met. We are rather in the position of a citizen who gets an "I can't be bothered" answer from a life-saver when he asks the man to rescue a swimmer who is in trouble. There is of course the difference that there is not just one life at stake but the thousands of lives per year that would be saved if we had an adequate roads network.

Furthermore, if there is any truth in our own arguments, good roads are a sound financial proposition, and, in any case, our plea at the moment is rather to get the Government to set up a Board to borrow the money to build the roads than for a fair share of taxation yields.

Already road users, through the A.A. and R.A.C., pay for roadside 'phones, signposting, traffic control, etc., which the Government should provide. Having equipped ourselves with all the luxuries of motoring is it not time that we got the essentials, viz., adequate roads and bridges?

Could not the motoring organisations establish a Roads Bank or Roads Building Society? What better way could we invest money saved for a new car, motoring expenses or holidays than in lending it to our own road-builders? Alternatively, bearing in mind that the members of the A.A. pay more than enough in subscriptions to pay for the largest bridge we need (across the Severn, Humber or Firth of Forth) faster than it could be built, why not a Bridge-building Club?

The scheme could be highly flexible. If there was only a

little support a few useful improvements might be made, while with plenty of support it is possible to think of a fine network of fast, safe motorways linking our great towns and connecting with the Continent by air ferry or even a channel tunnel. If such a scheme succeeded our demands from the Government could be restricted to improvements to existing roads and fair taxation as compared with other forms of transport.

Worcester.

H. BARRS

### Crocodile Tears

**"Instead of Grasping the Opportunity"** Here is one person who can cry only crocodile tears over the present plight of the car industry, and the thought, "it serves you right" is hard to resist.

Our manufacturers of mass produced cars (as indeed all others) have had ten glorious years of making cars for a sellers' market and have openly and blatantly steered clear of any innovation in car design, for the self-confessed reason that for the home market their products, however dull, would be saleable, and the demands of the home market have been such as to justify that policy—perhaps. Instead of grasping the once-in-a-lifetime-opportunity of creating new demands and revolutionary ideas during a time of a fierce buyers' market, they have gone on making vehicles which are little advanced on pre-war American cars.

Nobody can convince me that we haven't the mechanical brains, skill, and initiative to design a cheap automatic transmission mechanism for low-priced cars, that we cannot incorporate fully independent suspension on all four wheels, and such things as wrap-round windcreens, power braking and steering.

These things are all known to be incorporated in future cars, but because our makers have been able to sell any old



thing on the home market, they simply have not put themselves out to go ahead, with the utmost urgency, to incorporate the logical innovations in their new models.

The writer frequently visits the United States. The argument against automatic transmission—i.e. that a measure of control is sacrificed—is another popular folly. This opinion is held by all those remaining Americans who still have a gear shift in their cars; but I have yet to meet one owning a two-pedal car who would ever change back to the gear lever and clutch.

The result is our complete failure in the export market, due to this appalling lack of foresight. Perhaps it will serve as a rude awakening that, although a staple and sound home market is essential to the export trade, it is the manufacturers' duty not only to cater for public taste but to educate the motorist to accept new trends and innovations. In the States, where the export market for cars is but a tiny percentage of total production, the car makers made colossal efforts to be first with technical innovations during the years of terrific buyers' demand, and further revolutionary improvements are certainly in store for the future.

With concerted efforts and a new spirit there should be no reason why we should not again lead Europe in car design and sales.

London, W.3.

EDWARD ADLER

[See car exports, page 271 Ed.]

### The Popular "Popular"

**Trouble-free Driving.** I was most interested to see the letter from Eleven Seventy-Two (February 10).

As I also own a Popular and have much the same feelings as your correspondent, his or her remarks were encouraging.

Finance was a governing factor in my choice of car, but as I have had a year's trouble-free driving, my hankerings after other cars have ceased. The more so when the more fortunate of my friends have had difficulties with new and expensive cars. The financial strain is rather severe, but this is off-set by the extreme pleasure of both handling the car and travelling.

Fortunately, in this city there are good car maintenance classes which have been most helpful to me. Besides the formal instruction, there is also the advantage of meeting other drivers and learning from them. Soon we shall be able to do work on our own cars under supervision.

It would be interesting to hear the opinions and experiences of other Popular owners. They may feel vaguely Cinderella-ish, but their enthusiasm is worth fostering.

Birmingham.

(Miss) RONA E. CHAMBERS

### By Road to New Zealand

**Advice Sought.** As may have been noticed from the newspapers, Mr. Allison and I are driving to New Zealand in a Land Rover and Sunbeam Talbot. We depart on April 30 and expect the journey will take from three to four months.

We should be grateful for any reports from readers who have travelled any part of our route during the past twelve months—Europe, Turkey, Middle East via Amman, Bagdad, Teheran, Kabul, Delhi to Calcutta, Madras and on to Ceylon.

Information, particularly on the latter part of our journey, regarding state of roads and hotels, and suggestions for special equipment and modifications, would be greatly appreciated.

Glasgow.

R. A. M. ARPIN

[Letters will be forwarded.—Ed.]

### Right Hand Rule

**"Best Safety Measure"** In a Birmingham Court recently during the hearing of a road fatality case, an ingenious attempt was made to prove which of two apparently equal status roads was the major road. It was unsuccessfully submitted by the defence that the road upon which the snow had been most disturbed was the major road as it was obviously carrying the most traffic.

Recently in a local newspaper it was reported that an item on the agenda of a Birmingham Road Safety Council's Conference was a recommendation that the Councils do all in their power to have the "right hand rule" introduced into this country.

For the last 33 years I have been driving in Australia where, for many years, the overall traffic rule has been "give way to the vehicle on your right at all times." Don't be misled if some future Australian correspondent tells you that this

is not so—it most decidedly is the rule in all States, although, because of police shortages it is not always rigidly enforced. Lots of drivers who have said "That isn't the rule in Victoria" (or Queensland, or elsewhere) have found to their dismay that it is the rule, even if enforcement is not so strict as it should be.

In the Australian capital territory (Canberra and environs), which was my domicile for the last ten years, the rule is very rigidly enforced. If the other car is on your right, you slow or stop for it—if it hits you on your right hand side, you have the greatest difficulty in talking your way out of it. There are no major roads, and the only exception to the rule is that the driver of a car coming out of a private driveway must ascertain that the way is clear—he is not permitted to "cut-in" on a line of traffic.

Many people object to this rule for various reasons—mainly selfish ones. But the fact remains that it makes driving conditions almost as ideal as it is possible for them to be. Of course the rule has its snags—but I suggest it is far better than the complete uncertainty at some crossroads to-day in Britain. For instance, in Birmingham, for some unknown reason, the cars moving into a roundabout have preference over those already on it!

Sutton Coldfield.

H. N. WALKER

### Gently Does It

**Footmans Job.** I refer to Mr. H. A. Dawson's letter (March 2) about the difficulty of shutting the doors from the inside of a Riley Pathfinder. I, too, have occasionally suffered this, but I have found that the cause can be attributed to one of the following: Passengers try to shut the doors with everything but the door pull provided; or they will try to use too much force. I have found that a gentle, steady pull will always shut the doors, but if you try to slam them, you've had it!

Shotts.

JAMES P. SADLER

**Similar Advice.** I, too, had the same difficulty in closing my Pathfinders' doors, especially from the inside. After a while I hit on the idea that perhaps I was slamming too hard, and sure enough that was the trouble.

If Mr. Dawson tries this way, I am sure the next time he will head his letter "An Exceptional Car."

Swindon.

JOHN PATTISON

### Australian "Bombs"

**A Yearly Inspection.** I have recently returned from Australia and am amazed that here in the Mother Country there is so much fuss and bother about the roadworthiness of cars. Evidently here in England we can learn something from a younger country, where on re-registration it is compulsory to obtain from a garage a roadworthiness certificate for the fee of 7s. 6d., the inspection involving brakes, lights, wind screen wiper, worn tyres, steering and so on. One may see many old cars—or "bombs" as they are called—on the roads of Australia but they are in good nick and must be so at the end of each 12 months, to get back on the road.

Sidcup, Kent.

F. W. DAY

### For the Want of a Key

**Three Months' Wait.** I should like to hear from other readers their experiences on losing car ignition keys. Having been in this predicament, I am dumbfounded to find how little appears to be "laid on" by the average garage to assist unfortunate car owners, and how doubly-loaded are the dice in the case of those of us with the temerity to own a foreign car.

In my case, I own an American car for which the sole U.K. concessionaires—they are in London—inform me that there are over a thousand different types of ignition key. What a crazy set-up in an otherwise very practical industry! Moreover the concessionaires not only carried no stocks of duplicate keys for the models sold by them, but they also had no blanks from which a locksmith could manufacture a duplicate. The result has been that they have had to place an order with their American suppliers for a set of keys for me and this will take three months to get through the customs!

I wonder if the same attitude applies in the case of German and French concessionaires in this country? It seems to me

## Correspondence

that here is a matter which ought to be rationalised by the various international motor associations once and for all, so that a motorist owning an Italian car, touring in Greece—or any similar set-up), should be able to call at a large garage in that country and get an ignition key in an emergency.

London, E.5.

S. CARR

### Head Lamp Warning Light

**A More Simple Method.** I was interested to read Mr. Martin P. Wax's letter (January 20) on the subject of headlamp beam indication, but would suggest a far simpler method involving very little work.

By fitting a switch of the type which clips to the steering column and which has an arm some 5 in. long, and running the wiring to this switch instead of the normal foot operated dip-switch, one can easily tell by the position of the arm what position of the beam will be. Thus, if the arm is in the "up" position the beam will be "up," and, of course, the "down" position will indicate dipped lamps.

The original foot-operated switch is then available as a quick action spot lamp switch and can be wired direct from the side lamp circuit. This will be especially useful on cruising through a town using side lamps only, if you suddenly strike a dark patch of road, or for flashing at junctions when you need to find the switch quickly.

Stone, Staffs.

T. W. EADIE

**Guesswork Eliminated.** I was interested to read the letter from Mr. Wax regarding his headlamp beam indicating device, and I should like to outline my own modification which, I think, is a little simpler.

My car was also fitted with a foot dipper, and I fitted a steering column type of direction indicator switch, firstly to do away with the foot control (which I don't like anyway), and, secondly, to eradicate the "dipped-full" guess work before switching the headlamps on.

The new switch was connected to the wires normally fitted to the foot dipper. Now when switching on the side lights I switch right through to "head," thereafter using the indicator switch "up" for full, and "down" for dipped, and centre for "off." This system also removes the necessity of using the main head lamp switch throughout the journey, and the switch seems to cope with the 7 amps on full beam quite all right.

Bradford.

A. BOSOMWORTH

### Another Bouquet for the M.G.

**Ideal Specification.** I would like to endorse everything mentioned by Mr. A. T. R. Bennington in his letter on the 1½-litre M.G. (January 27). I also am a satisfied owner of a "Duo" green "Y" saloon. Having owned several cars and driven many more I can appreciate a good motor car. There is no need to repeat the points already praised, but I will add that whilst I have known more powerful brakes I have never known a vehicle that maintained such a true course when braking hard under adverse conditions. Similarly, the general handling and feel under the worst winter conditions is a delight. When driving some cars one has to put up with many petty irritations: with the "1½", however, a feeling of pleasure and satisfaction is derived.

In my opinion, the only car that could replace this model is one built to the following formula: Take an M.G.A. with its wide splayed box section side members and braced scuttle bridge as a basis for the chassis, use full instrumentation including rev. counter and water temperature gauge, front end styling as on M.G.A., rear end and saloon top to be similar to the Aston-Martin or A.C. Aceca. To give purity of line two doors would probably have to be used, but these could be wide opening and of light construction, giving easy access to seating accommodation comparable to the "Y" saloon. All those essentials (such as a sturdy central gear lever) would be fitted. The weight should not exceed 19 cwt. Then with a twin-carburettor 1½-litre push-rod o.h.v. engine, giving 68-70



Even the Riviera has not escaped the severe wintry spell. This photograph, sent in by a correspondent in St. Raphael (Var) was taken during a heavy snowfall last month, said to be the worst since 1865

b.h.p., we could expect maximum speed to be in the region of 90 m.p.h.

For the long purse a special equipment model would be available with twin O.H.C. head giving in standard trim 82-85 b.h.p. Disc brakes, k.o. hub caps and wire wheels would complete a potent and pretty small sporting carriage, the dream of many enthusiasts requiring just that little more seating capacity

A. V. MERRY

[Other correspondents who have written in similar appreciative terms of the 1½ M.G. are thanked for their letters.—Ed.]

### Police as Competitors

**Step to be Encouraged.** I read with interest of the inclusion of two officially-entered police cars in the Cats' Eyes Rally, as reported in "The Sport" (March 2). Surely, this is, as your article says, encouraging, and I would venture to suggest that all club organisers would do well to invite such entries whenever possible.

Presumably the authorities responsible for sanctioning such entries consider it to be good experience for their men. It would seem, with the ever-increasing popularity of the rally and similar club events using public roads, and in view of the ever-increasing numbers of motor vehicles on the roads, that the time is not far distant when we shall have certain elements of the community urging the imposition of restrictions on this pastime. It might well be that, in such an eventuality, the experience gained by the police authorities, through the participation of their men, would enable them to act in a more enlightened and well-informed manner than otherwise would be the case.

On the subject of competition numbers, I think you are quite right. As the vehicles are already numbered front and rear to comply with the law it is surely unnecessary to add others, but this Club has found it an advantage to be able to identify a competitor's car from among other road users, and to this end we have resorted to the discriminate use (on occasions) of a coloured adhesive tape to mark vehicles in a uniform but discreet manner.

London, E.C.4.

J. V. GRUMMITT,

Chairman, Babcock and Wilcox S. A. Motor Club

### Car-Air Ferry Travel

**Fares Increase Complaint.** It may have escaped the notice of your readers that car-air ferry fares have been considerably increased this year. In my own case the increase is 20 per cent, which is £9, and I am reluctantly compelled to return to boat travel.

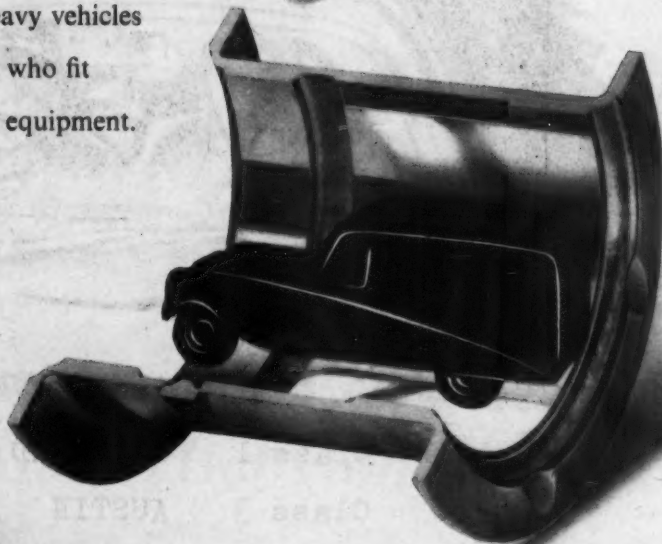
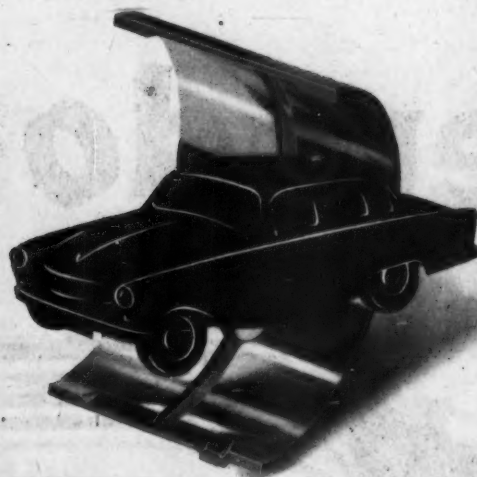
Wraysbury.

L.W.M.

[Our thanks to the readers who have written expressing appreciation of our efforts to keep *The Autocar* rolling in spite of the present printing difficulties. While we are very grateful to all who are helping us to make this possible, we nevertheless look forward to an early resumption of normal production.—Ed.]

## **More than half . . .**

the cars, vans, tractors and heavy vehicles  
made in Britain are made by firms who fit  
Glacier bearings as original equipment.



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Suppliers of bearings and bushes to the motor industry for over 50 years

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**FIT FERODO ANTI-FADE Brake Linings**  
**First to last**

FERODO LIMITED · CHAPEL-EN-LE-FRITH · A Member of the Turner & Newall Organisation



OFF THE BEATEN TRACK—FOUR

## “How many miles to Babylon?...”

... three score and ten. Can I get there by candlelight . . . ?”

Well may they ask. For who knows what tomorrow brings.

Caravan life can be such an adventure for children. Life, too, in a Sprite, with its lots of room to play, is great fun.

So many caravans are like formal living rooms—for adults only. Sprites are made for families with children!

Sprites are smooth, comfortable caravans that are easy to handle, smart in appearance, and so widely used for every family need.

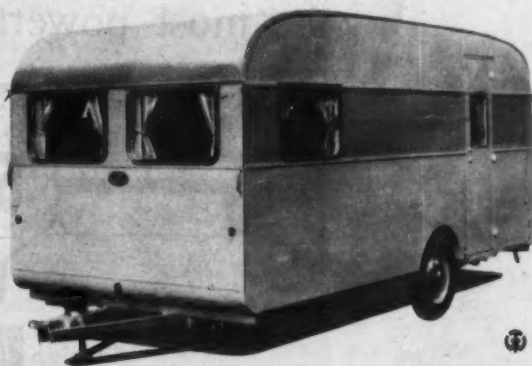
Remember, you can pay more, but can't buy better.

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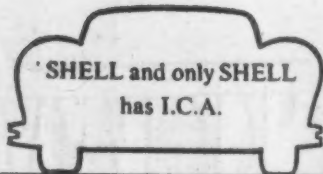
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FOR THE FAMILY. Length 16 ft. Weight 21 cwt. Double panelled throughout with Aluminium exterior. Also available in Masonite. Solid fuel stove. Hot water tank and airing cupboard. Four berths. Oven Cooker. Toilet compartment.

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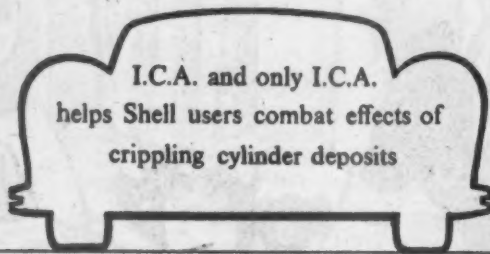


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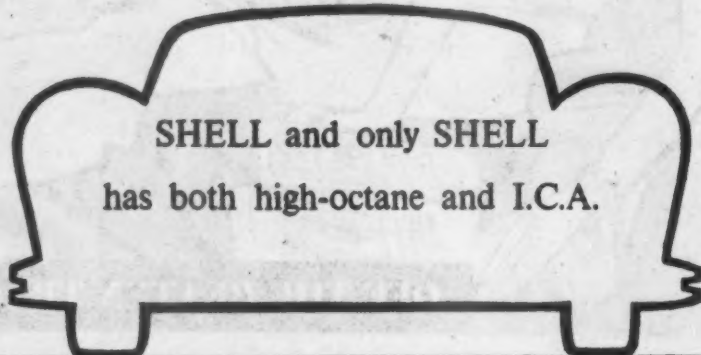
SHELL and only SHELL  
has I.C.A.

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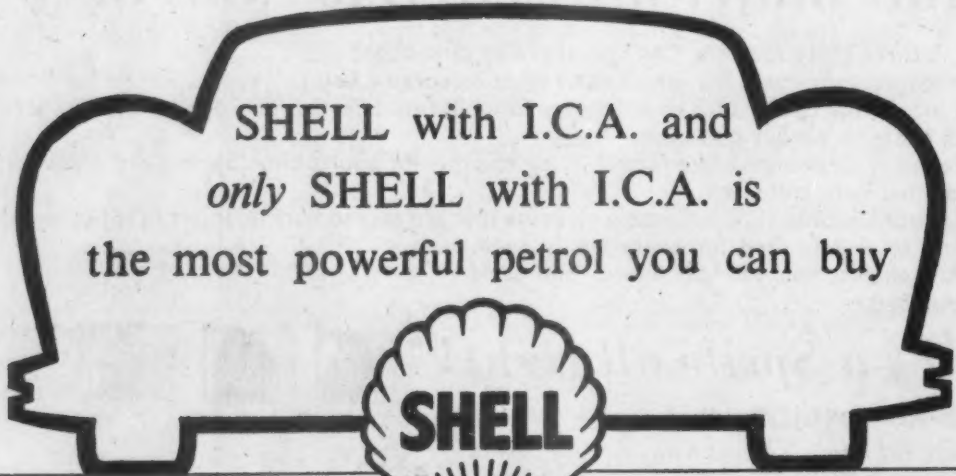
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helps Shell users combat effects of  
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SHELL with I.C.A. and  
*only* SHELL with I.C.A. is  
the most powerful petrol you can buy

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high octane  
**I C A**



# GERMAN REVIEW

Progress and development in West German car production is here reviewed and analysed by a German expert who is in close touch with the industry.

**W**ITH a production rise of no less than 36 per cent., export of almost 45 per cent. of its output and having gained all three International sporting titles the German motor industry can look back on 1955 as a successful year.

Several manufacturers embarked on vast expansion programmes, and at the end of this year output will again be considerably higher. Volkswagen have erected a new plant near Hanover to handle their commercial vehicle programme. Opels have invested some 300 million marks in a further expansion of their sprawling plant at Russelsheim and the German Ford company have enlarged their manufacturing premises at Cologne. The only shadow in this picture of economic success seems to come from the labour side. There have been some minor strikes. Another question is the effect of rearmament on the German industry.

In particular, the Bremen Borgward combine is able to claim notable success, which must be attributed largely to the rising popularity of the small Lloyd. From relative insignificance a few years ago the Borgward group now can claim third place with a grand total of some 110,000 vehicles turned out during 1955. The new 900 c.c. Goliath, with the twin-cylinder two-stroke engine and direct fuel injection, is one of the most economical cars in the world.

The year 1955 started with the introduction of the Ford 15-M, a roomy, yet compact saloon with a 1.5 litre overhead valve engine the most notable feature of which is a hollow cast-iron crankshaft. Later, the defunct Champion company was acquired by Maico, a manufacturer hitherto limiting his activities to motor cycles. Using engines designed and built by Heinkel, the Maico-Champion made its official reappearance at the Frankfurt motor show last autumn. It is a variation on the original Champion minicar. When the German motor industry opened this well-furnished shop-window in September the visitor was confronted with three new categories of vehicle hitherto not part of the German programme: the big luxury car, the full-blooded sports machine and the minicar.

The first category is represented by the improved Mercedes 3-litre models 300C and 300SC, the range of the new 3.2-litre B.M.W.s from Munich and the redesigned 2.4-litre Borgward six. The second fulfils known requirements; the third seems to be aimed at opening of a fresh market.

Two models in the luxury class—the 3-litre Mercedes and the 2.4-litre Borgward—were offered with automatic transmission as optional equipment. Both have gone into production meanwhile. The B.M.W. luxury model will become available soon. The 503 and 507 (the former attained a maximum speed in excess of 120 m.p.h. during the official pre-production tests) will go into production during the next two months at the works at Munich-Milbertshofen.

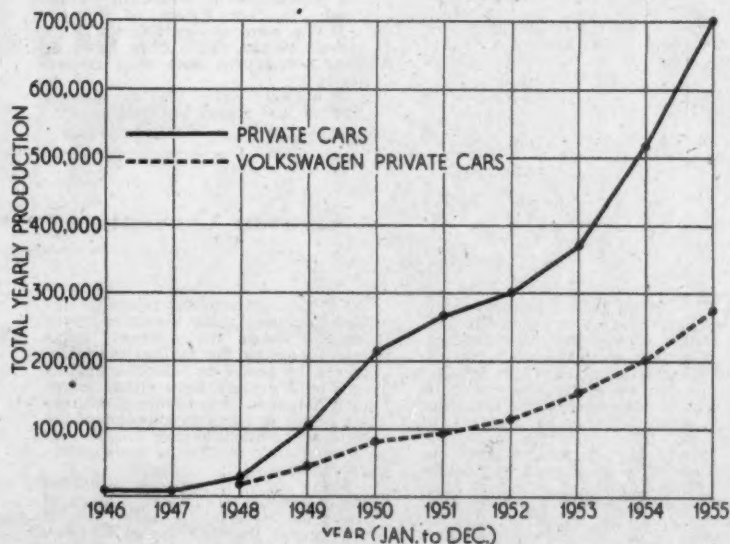
In the sports class top contender is still the 300SL Mercedes, of which now over one thousand have been

built and some 950 exported. Its smaller brother, the 190SL four-cylinder, is being turned out in quantity. Like the new 507 B.M.W., the 190SL is not designed with competition as a primary aim. Both cars are better described as fast touring machines, although the B.M.W. should be capable of 140 m.p.h.

From the small but efficient Porsche stable, recently linked with the big Mannesmann concern to produce a range of air-cooled diesel engines for the latter, comes the fast Carrera powered by the double-O.H.C. 1.5-litre engine originally designed for the Spyder. The standard and super push-rod engines have been stepped up to 1.6-litres with a subsequent small gain in horsepower. To cope with the demand for fast touring machinery, Borgwards are offering their 1.5-litre Isabella in tuned form with the engine develop-

be enlarged several times. Now, in new car registrations throughout Germany, Lloyd is holding third place behind Volkswagen and Opel. As a surprise, Lloyds presented at the Frankfurt show a model powered by a 600 c.c. twin-O.H.C. engine, which otherwise resembles the smaller model, except in such minor points as additional side-lamps and different bumpers. Despite its mere 19 b.h.p. and modest thirst, the 600 c.c. model is capable of a maximum around 65 m.p.h.

Below the Lloyd in dimensions and engine capacity the minicars on the German market seem to have caught on well. Between them, the Bayerische Motoren Werke, manufacturer of the B.M.W.-Isetta, and the Hans Glas (Isaria) company, manufacturer of the Goggomobil, turned out a grand total of over 25,000 minicars last year since start-



In the past two years there has been an increase of 91 per cent. in the total production of German private cars. The Volkswagen continues to account for around 40 per cent. of the output

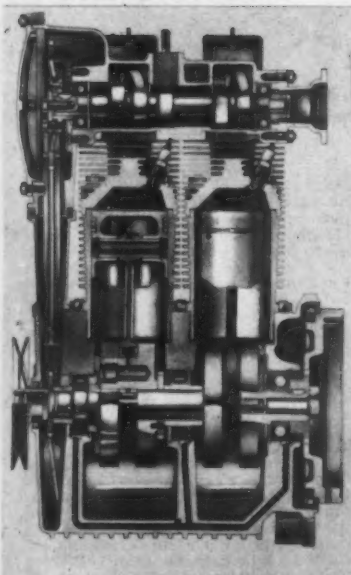
ing 74 instead of 60 b.h.p. The otherwise unchanged Isabella TS saloon then attains a maximum of some 95 m.p.h.

The immense possibilities of a well-designed small car in the post-war economy were realised comparatively early by the Borgward company, who provided an answer to the need by designing the 300 c.c. Lloyd. During five years of production, the capacity of the engine has been increased to 400 c.c., the body, formerly of plywood covered with leather-cloth, is now in steel and several other improvements have been introduced, with the price remaining more or less unchanged.

Soon after its appearance on the market the car proved so successful that the manufacturing plans had to

ing production in April. B.M.W.-Isetta output is standing at 120 units per day, and some 80 Goggomobiles are turned out at Dingolfing. Both makers have already started expansion of their works to cope with the rising demand, and B.M.W.s even announced cuts of their motor cycle production to get more room and men for the Isettis. Both the Isetta and the rear-engined Goggomobil are also available with optional 300 c.c. engines at an extra charge of about £12. The original 250 c.c. engines remain standard.

There are several lesser manufacturers of minicars, some of which gave evidence of clever design, but so far none of them has been able to surmount the initial hurdle of tooling-up for mass production. The



The new 600 c.c. shortstroke Lloyd engine has an overhead camshaft driven by a single roller-chain. The cast-iron cylinders are separate and cooling is by a ducted axial fan. Power developed is 19 b.h.p. at 4,500 r.p.m. but the unit runs up easily to almost 6,000 r.p.m.

## GERMAN REVIEW ...

minicar boom may come to an end in a year or two: it is a known fact that the N.S.U. company, largest manufacturer of motor cycles in the world, is working on a small car design scheduled to go into mass production sometime in 1957. Nothing definite is known about this car except that it will **not** be a minicar in the accepted sense, but an economical four-seater with a 25 b.h.p. engine, good for a maximum speed in excess of 60 m.p.h. and selling below 3,000 marks (£250-£260). If such a shark appears in small-car waters the minicar makers will not have much of a choice: prices will have to go down.

Prices mostly remained steady. The only significant reduction of 1955 appeared in the Mercedes range where the price of the diesel-engined 180D has been slashed by no less than 450 marks recently. Into this situation of apparent calm an unexpected bomb was dropped by the Bayerische Motoren Werke with new prices for their 8-cylinder cars and the B.M.W.-Isetta, including notable rises. In fact, prices of the big B.M.W.s went up by 200 marks, or almost 10 per cent. This, however, does not appear part of a general tendency.

It appears likely that air suspension is just round the corner. One

of the few sectors of design where the Germans appear to be lagging behind is brakes. At least one major maker is known to be working on disc brakes.

In the sporting field Mercedes, Porsche and Auto Union-D.K.W. were the most successful, with Juan Manuel Fangio and Stirling Moss winning the racing and sports car championships, and Werner Engel of Hamburg the touring car title.

The double-O.H.C. Borgward scheduled to appear in competition during the second half of 1955, did not, however, turn up, nor did the sports-type D.K.W. which was known to be on the stocks at Dusseldorf. Work on the sports Borgward has been proceeding all through the autumn, and, from what is heard, this car now seems to hold real promise. It is fitted with a four-cylinder 16-valve engine with direct fuel injection and two sparking plugs per cylinder. Output is said to be around 140 b.h.p. Whereas the chassis has remained more or less unaltered, the light-alloy body appears to be much lower and partly encloses the front wheels. Last year, only opposition to the Porsches came from the East Zone B.M.W.s.

It is too early yet to appraise the intentions of B.M.W. So far, the Munich company has brushed off all rumours about an intended return to racing, but the new 3.2-litre sports model at least appears to be designed for serious competition, and the fact remains that Alex von Falkenhausen has been officially appointed **Rennleiter**.

O. G. W. FERSEN

## Caravan Convention

**AT BRIGHTON** recently the National Caravan Council held its second convention and exhibition. This exhibition was for materials and accessories only, but it is thought that a display of caravans may be held at future conventions. Much of the agenda concerned matters of domestic interest to the trade, but the Wednesday afternoon session was devoted to a debate on "Polyester Glass for Caravans." On the platform were four representatives each of the plastics industry and the caravan trade. To explain the vagaries of plastics and glass fibre were Mr. W. Nelson (Fothergill and Harvey, Ltd.), Mr. G. Langford-Allen (Bakelite, Ltd.), Mr. A. R. Henning Fibreglass, Ltd.) and Mr. H. Williams B.Sc.A.R.I.C. (British Resin Products, Ltd.) From the caravan trade were Mr. J. J. Hennessey (Fairholme Products, Ltd.), Mr. D. Thomson (Thomsons, Ltd.), Mr. G. Lambert (United British Caravan Co. Ltd.), and Miss A. Marshall (Leicester Caravan Centre).

In the chair was Mr. C. Gregory, of Carlight Trailers Ltd.

The questions dealt mostly with comparisons with traditional materials—aluminium and hardboard—and the effect on design and repair problems. The plastics side gave as their opinion that a polyester-glass van would cost roughly the same as one constructed of aluminium and wood, but could be a far better shape for the same price, because of the material lending itself to easy modelling. It was also thought that it would be considerably lighter, saving about 2 cwt. in a 17 ft. van, and give a much longer life.

Mr. George Lambert raised an interesting point from the distributors' angle. Would the different polyesters used by the various manufacturers, he asked, be interchangeable, or would dealers have either to return damaged vans to manufacturers for repair or to carry supplies of the different materials used? He was assured that the resins were interchangeable.

Many of the aspects discussed apply equally to car bodies made of the same material. For instance, it was stated that the use of the new material at points of severe stress quickly became uneconomical in both weight and cost, and that loads must be carefully spread, particularly at points of attachment. Another point raised by Mr. Thomson was that the inherent flexibility of the material can cause trouble if the paint layer is too thick.

The van manufacturers, the majority of whom are at least experimenting with the new materials, found considerable interest when the subject of bubbles was discussed. This apparently is a common fault, which can be brought on by moisture from the air condensing on glass fibres, and then evaporating during the later processes.

In an "Any Questions" session on the final day of the convention, pleas were made for more careful attention to interior decoration and for adequate brakes. Because of the new lighting regulations for caravans, the provision of standard electrical connectors between car and van came in for lengthy discussion.

Two lighter features of the convention were a demonstration by

Philip Harben on how to prepare a caravan banquet, and a fashion parade by Peter Robinsons, in which a lady's caravan wardrobe for a whole week, contained in a case 14 in. by 8 in., was on show.

## Strengthening a Weak Link

**IT** is common knowledge that the exhaust valves of an internal combustion engine have an exceedingly arduous duty, and it is not surprising to learn that a number of manufacturers are using the Brightray coating process to make these components more highly resistant to the corrosive effects of hot gases. The process involves the deposition on the rim and edge of the valve of an 80/20 nickel chromium alloy, by gas welding torch. Some manufacturers fit these treated valves in new engines, and it has also been found that the technique may be applied equally well to the restoration of burnt-out valves.

The coating alloy is made by Henry Wiggin and Co., Ltd., of Wiggin Street, Birmingham, 16, who have produced an amply illustrated booklet giving in great detail the best method of applying the Brightray coat, and setting out its advantages and properties. Copies may be obtained from the Publications Department of the company at Thames House, Millbank, Westminster, London, S.W.1.

# Firestone

## Experience Counts -

27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day.  
Firestone Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

THE SPECIALLY DESIGNED  
**all-season  
motoring tyre**  
FOR REAR WHEELS

*Town &  
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- ◇ GRIP IN MUD, SLUSH AND SNOW
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**Firestone TYRES — consistently good**





## IN YOUR CAR'S OIL FILTER

'There's a little  
thing that  
goes something  
like this!'

Says **RICHARD MURDOCH**,  
Stage, Radio and Television  
Star and keen motorist.



The black, slimy thing Dickie Murdoch is holding is a neglected oil filter element that has long since ceased to do its job. But you can be sure it's not out of his own car. For Dickie is too keen a motorist to let

his filter element get in that state! He knows that a clogged element allows unfiltered oil to circulate round the engine, carrying sharp, destructive particles to score cylinder walls and grind bearings.

*This may be happening in YOUR engine . . .*

- 1 Oil enters filter.
- 2 Clogged element forms an impassable barrier.
- 3 Oil seeks another outlet and opens balance valve.
- 4 Oil, still unfiltered, passes on into the engine.
- 5 Result . . . more — much more — expensive wear-per-mile!

Ask by name for a

# TEC-ELEMENT

**Felt-type change every 10,000\* miles.**

**Microfine type change every 5,000\* miles.**

**Throw-away filters change every  
6,000 - 10,000\* miles.**

\* Or according to car manufacturer's handbook

BE SURE YOUR ENGINE  
IS PROTECTED . . . A  
NEW TEC-ELEMENT  
COSTS A FEW SHILL-  
INGS, FAR LESS THAN  
MAJOR REPAIRS!



MADE BY **TECALEMIT LTD** • **PLYMOUTH** • **DEVON**

T533B

**THE GOODWOOD LAP RECORD** seems to be taking a bashing from all quarters. First there was Stirling Moss, unofficially lowering the sports car record during his first drive in a DB38 Aston Martin, before the cars were shipped to Sebring. Now comes news of Connaught activities at Goodwood. During recent trials of drivers for the 1956 Grand Prix team the present formula 1 record (92.90 m.p.h., by Moss in a 250F Maserati) was exceeded by Archie Scott-Brown, Les Leston and Bob Gerard. Archie Scott-Brown, driving the latest G.P. car—now called the Syracuse model—also exceeded the 2½-year-old all-out circuit record, held by Mike Hawthorn in the 4½-litre Thinwall Special Ferrari at 94.53 m.p.h. Archie's speed was 94.81 m.p.h.

As a result, he has joined Desmond Titterton in the Connaught team, and it is likely that Leston and Gerard will also drive the works cars this year.

At least three of the Syracuse cars will form the official team this year; the use of a further Syracuse model and one streamliner is yet to be decided. The initial programme will include Goodwood on April 2, Aintree (April 21) and the Daily Express Silverstone on May 5.

All this is immensely cheering, and I think that everyone will be delighted to hear that Rodney Clarke's efforts have been rewarded and that the cars will be engaging in full time racing this season.

**THE 1,500 c.c. SPORTS CAR** record, too, looks as though it will not survive much of the coming season. John Cooper's new 1½-litre Coventry Climax-engined car has been lapping consistently at just over 1 min. 36 sec., with a fastest lap in 1 min. 36.2, driven by Roy Salvadori. It is interesting to compare this time with his fastest lap in a works DB38 Aston Martin, complete with disc brakes, which was roughly half a second slower than the Cooper's time.

Salvadori reported that the car handles much better than the 1,100, the extra power helping to "steer" the rear wheels on corners; it is consistently 6 sec. a lap faster than the 1,100.

**THE DAKAR G.P.** on March 11 seems to have been as exciting a race as was the one at Agadir on February 26. A field of 23 cars started the race, and Schell's 3-litre Ferrari took the lead, with Trintignant's 3½-litre Ferrari on its heels. From then on, the two steadily increased their lead over the rest of the field. During the battle that followed, Trintignant was the first to beat the sports car lap record, putting in a lap at around 125 m.p.h. Schell, whose driving has progressed in a most impressive manner, held the lead, on and

*One of the cleanest and most forceful looking of the current crop of Grand Prix cars, and credit to the panel beaters who made the body; the Syracuse model Formula 1 Connaught, of which there are four examples ready to race in this season's events and to run as a works team*

## The Sport

off, until the 14th lap when Trintignant's more powerful car moved ahead.

Unfortunately, Ugolini had decided to withdraw the new 3½-litre Maserati, which Behra was to have driven, in order to preserve it for Sebring. Behra used a 3-litre car, as did Perdica, Behra hanging back in seventh place and letting Perdica do the forcing. Towards the end of the race Behra moved up, into third place, passing the D-type Jaguars, driven by Duncan Hamilton and Peter Whitehead, and Lucas' Ferrari. Final results were as follows: 1, 3½-litre Ferrari (M. Trintignant); 2, 3-litre Ferrari (H. Schell); 3, 3-litre Maserati (J. Behra); 4, 3-litre Ferrari (J. Lucas); and 5, Jaguar (P. Whitehead).

**SIXTH MEMBER** of the Aston Martin team for the Sebring 12-hour race on March 24 will be C.A.S. Brooks, not Louis Brero as previously stated. Brooks has managed to put off his final dental examinations in order to drive for the team.

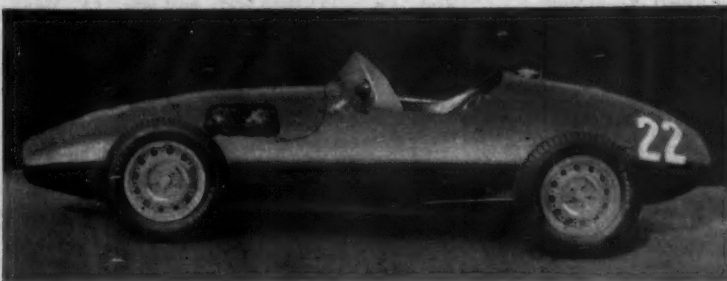
**REGULATIONS** for the B.A.R.C. International meeting at Aintree on April 21 are being printed and will shortly be

available; they will be circulated to all entrants and drivers who have already requested details of 1956 events. The meeting, which starts at 11 a.m., will include eight-lap scratch races for saloon and sports cars, a ten-lap race for Formula 3, a ten-lap scratch race for unlimited sports cars (unsupercharged) and the 67-lap, 200-mile Aintree 200 race for Formula 1.

**WHEN MASERATI** appointed Australian Reg Hunt as works driver, and provided him with a 250F works car with which to compete in Australia, it was a little difficult to see what advantages they hoped to gain—particularly as the opposition is such that the Maserati has won every race for which it has been entered—and seemed likely to go on doing so. The result has been that Charlie Dean, whose association with Stan Jones resulted in the remarkable Maybach Special, has bought a new 250F Maserati for his own use. At least, Hunt will now have some opposition and the two Maseratis will give a spark of life to Australian sport which has not been known before.

**AMONG THE 30 CARS** which turned up for the Bugatti Owners' Club Opening Rally at Chadwick Manor Hotel, near Knowle, were several beautifully turned out Bugattis. No fewer than five Type 57 variations appeared, including Pryor's ex-Peter Hampton 57SC; Ted Robbins' two Type 51 cars, two Brescias belonging to Ripon and King-Smith, and Jack Lemon Burton's fabulous Royale, were also there.

Roy Taylor, chairman of the Club, in a short after-lunch speech, said that



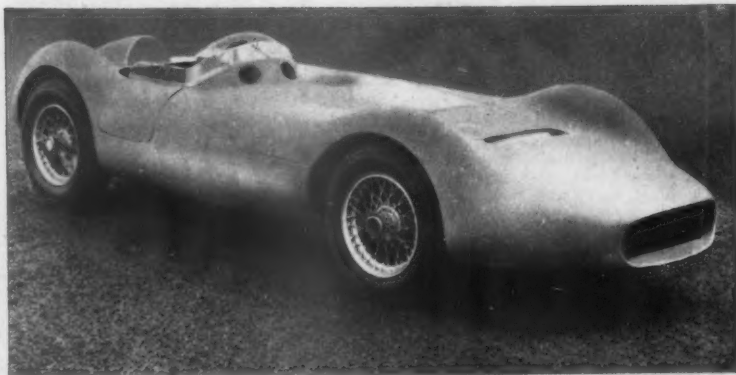
## The Sport

the B.O.C. had decided to buy Pardon Hill Farm, at Prescott, in order to protect the right of way up the hill itself and to ensure that the Prescott meetings shall continue. He then called upon B.O.C. member (stage and radio star, too) Norman Wisdom to present the prizes. In the past two years, the one black mark has been the failure of the film show to materialize. This year there was no mistake; Shell-Mex and B.P. put on a first class show with films of the 1955 Ulster G.P. motor cycle races and the excellent film of the Belgian Grand Prix.

**PROSPECTIVE ENTRANTS** in the London M.C.'s Little Rally should send in their entry forms as soon as possible. Though the entry list closes officially on April 3 (at midnight), entries are coming in quickly and the list may be over-subscribed before the closing date. In addition to the usual from the U.S.A.F.—who compete for the American Challenge Trophy and Replica—there are likely to be a good many entries from British Army personnel.

**ONCE AGAIN**, *Sporting Record* is presenting a trophy, to be won outright, for certain formula 3 events to be run at Brands Hatch on Easter Monday, April 2, Whit Sunday, May 20, and Sunday, October 14. There will be a points system of scoring and 30s. per lap will be paid to the leader at the end of each lap. The trophy will be a silver cigarette casket mounted on a base.

"JACKIE" MASTERS' almost limitless circle of friends and admirers will be delighted to hear that, far from showing any



Powered by a 2-litre A6 GCS Maserati engine, this latest product of Brian Lister (Light Engineering), Ltd. is to be driven by Archie Scott-Brown in sports car events during the coming season. The chassis has changed little since it was first designed in 1954 and the body has been developed directly from the 1954 models. Main dimensions are these: Overall width, 4 ft. 7 in.; height at scuttle, 2 ft. 3 in.; dry weight, 10½ cwt.; power output, 170 b.h.p. Girling 10 in. disc brakes are fitted and the frontal area is as low as most of the 1.100 c.c. sports-racing cars produced last year.

signs of retiring from active interest in motor sport, he has recently been elected President of the Veteran Car Club. For the past 30 years he has been the untiring and popular Secretary of the M.C.C. and the guiding light behind the classic Lands End and Exeter trials, as well as the other M.C.C. annual events. In addition to this considerable task, he serves on the committee of other motor clubs and organizations—notably the B.T.D.A.—and still finds time for his everyday job of Press Officer of the Rootes Group. "Jackie" Masters, together with "Sammy" Davis and the late John Wylie, founded the V.C.C. 25 years ago. He has been treasurer ever since, and will retain the office during his presidential term. He has held a driving licence since 1904, when they were introduced, and remembers watching the 1896 Emancipation Run.

**A THIRD IMPRESSION** of Georges Franchard's near-best-seller, *The Le Mans Story*, has been produced—the third reprint since 1954—and this latest edition includes a number of corrections and amendments as well as reports of the 1953 and 1954 events. One of the very necessary amendments to this important work is a reference, previously omitted, to the performance of a privately-owned Frazer-Nash which finished third in the first post-war Le Mans race.

**IN AN EFFORT** to lay on the most impressive showing of motor racing films of all time, the British Racing and Sports Car Club has hired the 2,000-seat Odcon Cinema in Leicester Square, London, on November 30. The club plans to hold a world premiere of the 1956 motor racing films at a midnight matinee for 1,500 members and

600 guests who are famous in the world of air, land and water speed. The programme will last for two and a half hours.

The club has announced plans for a compulsory personal accident insurance scheme for racing drivers. The intention is that every competitor will be covered against death or injury by premiums paid by the club, and the scheme will be introduced at the Brands Hatch meeting on Easter Monday.

**MODENA TRACK** has been the scene of some recent test runs of the new 2-litre 4-cylinder Ferrari, which will probably compete in the Mille Miglia on April 28-29. No exact details of this car have yet been received, but rumours are that the de Dion-type axle has been abandoned. Whether this might signify a new independent rear suspension, or a return to the old-fangled one-piece axle is at present anybody's guess.

The new car's body is the lowest yet on a Ferrari, and about 200 b.h.p. at 7,000 r.p.m. is expected from the new engine. Ferrari's test driver Sighinolfi was at the wheel during these trials. Other Ferraris, which may already have completed initial runs, are a 3-litre V-twelve and a 3½-litre with the same number of cylinders. The last-named is said to be giving 400 b.h.p. at 8,000 r.p.m., and is likely to be the largest car in the competition range. Signor Ferrari having apparently decided that the stability of his previous monsters was handicapped by their weight.

**CANCELLED**, unfortunately, is the Bristol M.C. and L.C.C. meeting at Castle Coombe, previously arranged for April 7. The reason is that there is insufficient time to take the safety precautions required by the R.A.C. It is, however, hoped that the meeting planned for October will be held.

**MASERATI** have also been trying out their new 2-litre 4-cylinder Mille Miglia car at the Modena autodrome, and appear to be very pleased with its performance. This engine is claimed to deliver 205 b.h.p. at 7,000 r.p.m.

PETER GARNIER.

### COMING SHORTLY

- MARCH 24.—Sebring 12-hour race, U.S.A.
- 24.—Queenstown race meeting, South Africa.
- 24.—Sunbair Colmore Trophy Trial.
- 24-25.—Vintage S.C.C. Pomeroy Memorial Trophy competition.
- 25.—Snetterton M.R.C. Race meeting Snetterton, near Thetford, Norfolk, 2 p.m.
- 25.—B.A.R.C. (Yorkshire Centre). Annual general meeting, Great Northern Hotel, Leeds, 8 p.m.
- 30-31.—M.C.C. Land's End Trial, starting from London, Launceston and Kenilworth, 7 p.m.
- 30-APRIL 2.—Scottish S.C.C. Highland Rally.
- 30-APRIL 3.—Ulster A.C. Circuit of Ireland Trial.
- 31.—Mid-Cheshire M.C. Wilshire Trophy Trial, Egerton Arms Hotel, Broxton, Cheshire, 11 a.m.
- APRIL 2.—B.A.R.C. Race meeting Goodwood, near Chichester, Sussex, 1.30 p.m.
- 2.—B.R.S.C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
- 2.—West Cornwall M.C. Trengwainton Hill Climb, near Penzance, 2 p.m.



## CLUB NEWS

**M.G. Car Club.**—On Sunday, February 26, the Bronte Rally was run by the North-eastern Centre of the club. Results:

**Best performance:** Morris Minor (A. P. Riddell), 19 marks lost.

**Class winners:** Up to 1,000 c.c.: Austin A.30 (G. S. Claybourn), 212; 1,001 to 1,510: M.G. Magnette (R. W. Bates), 27; over 1,510: Bristol (L. S. Stross), 45.

**Novice award:** Ford (M. W. Sledge), 30.

**Team award:** R. W. Bates, L. S. Stross and R. J. Dack (Fiat 1100).

Forthcoming North-eastern Centre events include a dinner and dance at the Parkway Hotel, Leeds, on April 6, and a closed-invitation night navigation rally, starting and finishing at Poole-in-Wharfedale, on April 21-22.

**Cheltenham M.C.**—To mark the club's 50th birthday this year's Cheltenham Rally will be called the Cheltenham Jubilee Rally. The event which takes place on April 14-15, is open to members of the London M.C., Worcestershire M.C., Stroud M.C., Oxford M.C., Midlands M.E.C., Burnham M.C., West Hants, and Dorset C.C. and the promoting club. There are three classes for production touring cars, three classes for production sports cars and a class for special cars. The route will cover 275 miles, starting and finishing in Cheltenham. Regulations are available from the secretary of the meeting, Miss M. W. Pearson, 79, St. George's Road, Cheltenham; entries close first post on Tuesday, April 3.

**North Midland M.C.**—The Kitching Trophy Trial, a qualifying event for the R.A.C. Championship and the B.T.D.A. Gold Star competition, was held on Sunday, February 19, start-

ing from Bamford. Thirty-three drivers took part in the trial, which consisted of eight sections to be climbed in the morning and ten afternoon sections. Results were:

**Kitching Trophy (best performance):** M. and L. 1.172 (M. Lawson), 136 marks gained. **"Bouncer's Bowl" (passenger award):** G. F. Pentony. **Parker Trophy (second):** Cannon VII 1.172 (G. Newman), 133; **Noble Trophy (third):** Paul Spl II 1.172 (R. Faulkner), 124; **Senior Trophy (fourth):** Cannon XIV 1.172 (M. Cannon), 117.

**Souvenir awards:** Fairley 1.172 (E. Harrison), 112; Cranford 1.172 (J. Deeley), 106; P.A.B. Spl 1.172 (B. Dees), 100; R.M.S. 1.172 (A. W. Lilley), 94; T.M.S. 1.172 (A. Marsh), 94; J.C.B. Spl 1.172 (J. C. Broadhead), 92; Cannon IX (R. Kemp), 94.

**Team award:** B.T.D.A. Kentish Border team—G. Newman, M. Cannon and R. Chappell, 326 aggregate.

**Edinburgh University M.C.**—Results of the driving test meeting held at Drem near Haddington on Sunday, February 26, were as follows:

**Best performance:** F.M.C. (J. S. McCaig), 787 marks lost.

**Best open car:** F.M.C. (J. S. McCaig).

**Best closed car:** Ford Anglia (M. Gillespie), 881.

**E.U.M.C. Member's award:** Morgan (W. D. Bertram), 1,029.

**Bentley award:** 4½-litre (M. I. T. Gunn), 1,487.

**Team award:** J. S. McCaig and M. Gillespie, 1,668 aggregate.

**E.U.M.C. team award:** Morris Minor (A. D. M. Dobbie) and M.G. TD (A. K. R. Gilchrist), 2,475 aggregate.

**Fairey Aviation Company M.C. and C.C., E.M.I. M.C. and C.C. and the Per Ardua M.C.**—The provisional results of the Fill Dyke Rally are as follows:—

**Premier award:** Standard 950 (L. A. Wright and M. G. Avery).

**Class A award:** Vauxhall 2.262 (J. D. A. Quilter and R. C. Coleman).

**First class awards:** Volkswagen 1.192 (C. G. Moore and J. F. Carter). Ford 1.508 (M. R. Lambden and A. H. Smith). Morris 803 (W. Cdr. Styles and F. Lt. Cox). Standard 950 (W. C. Whyte and T. Lassetter). Hillman 1.944 (A. J. Bellm and F. Beresford). Austin 803 (W. Browell and J. Wilson).

**West Cornwall M.C.**—The Easter Monday hill climb meeting will be held as usual at Tregwainton. Entry forms can be obtained from Brian Ellis, 7, Merlin Place, Mousehole, near Penzance. Invited clubs are the Bristol M.C. and L.C.C., London M.C., Sporting Owner Drivers' Club, West Hants and Dorset M.C. and the Hants and Berks M.C.

**M.G. Car Club, Midland Centre.**—The annual Welsh Rally on April 14-15 will start from Messrs. John Bryants of Market Street, Bromsgrove not earlier than 8.30 a.m. It will finish the same evening at Barmouth in Merionethshire, and there will be an additional short run on the Sunday morning. This meeting is closed to members and associate members of the promoting club, and entries, for which the closing date is March 30, should be sent to W. Hale, 29, Victoria Street, West Bromwich, Staffs.

## WESTMINSTER COMMENTARY : A Differential Speed Limit

**D**IFFERENTIAL speed limits are not unknown abroad, and possibly there is reason for them on motorways such as those of the United States. The London and Home Counties Traffic Advisory Committee has recommended a limit increase to 40 m.p.h. on some London streets where the 30 m.p.h. figure is considered unduly low, but where high speeds would be dangerous. Four members of the committee were against a differential limit, but thought that as there was disagreement on the subject, a 45 m.p.h. experiment should be made. As regards the 30 m.p.h. restriction in general, the recommendation was that it should be retained in built-up areas. The Minister of Transport disclosed this information in a written Parliamentary reply. He is to publish the report, which contains other interesting points, but in the meantime he had no comment to make.

The danger with such a proposal is that the 40 m.p.h. limit will be misapplied to many roads not at present restricted, rather than being used mainly to speed up traffic on those roads where 30 m.p.h. could be exceeded with safety. Instead of increasing traffic mobility, the overall effect might well be to extend the congestion and lengthen journey times. This is the fear voiced by the motoring organizations, who feel that although the recommendation

appears superficially to be a good one, the result—in practice—might not be an improvement.

Mr. Watkinson has also cleared the air on the future of motorways, by stating quite definitely that he has no intention of abandoning the scheme announced by his predecessor. Hope of a speedy realisation, however, receded with his additional remark: that he would not tie any further lists of road improvements to a particular year, because of preserving flexibility.

Another of the proposals which the Government announced when the Road Traffic Bill came down from committee has been tabled in readiness for the report stage. This concerns three-yearly driving licences at 15s. in place of the annual 5s. certificate. This seems to be a sensible idea which should greatly reduce clerical costs. To help administration, it is intended that the new system should come into operation gradually. The new clause also provides that 2s. 6d. instead of 1s. should be charged for replacement of a lost or defaced licence.

Publicity given to the piling up of stocks, and to redundancy, has made the country anxious about the situation in the motor industry; shop stewards—a section with a habitual chip on the shoulder—have been lobbying for reduction of tax and relaxation of hire

purchase restrictions. The National Union of Vehicle Builders have made similar demands, for Midlands members are beginning to feel the pinch of short-time and to see unemployment ahead.

Mr. Thornercroft, president of the Board of Trade, has been busy answering questions in the House of Commons, and he announced firmly that the Government had no intention of modifying its financial policy nor of altering the hire purchase regulations. He considered that the short-time working was caused by other factors as well as the Chancellor's credit squeeze. On the subject of exports, he did not think that the new restrictions would have any harmful effects, and thought it wrong to take artificial steps to expand home demand at the present time.

It is difficult at present to forecast the trend of car sales later this year, but the manufacturers must be anxiously waiting for spring to see if the finer weather brings with it the usual sales rush. If the curve rises satisfactorily, it will be an immense relief to all concerned. Little of the earlier complacency remains and many sales organizations are now embarking, for the first time, on shrewd and energetic sales drives. It will not have escaped notice that the United States car trade has been experiencing new year difficulties rather similar to our own.

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WOLSELEY 4 44, maroon.	£900.12. 0.
M.G. Magnette, red.	£968.17. 0.
FORD Zephyr, green, and gray.	£817. 7. 0.
TRIUMPH T.R.2., green.	£886.10.10.
AUSTIN A50 de-luxe, gray.	£763. 7. 0.
AUSTIN A30, 4-door, heater.	£857. 2. 0.
AUSTIN A30 2-door.	£815.17. 0.
VAUXHALL Wyvern, gray.	£766. 7. 0.
STANDARD Family 8, gray.	£854. 7. 0.
STANDARD Super 8, gray.	£808.17. 0.
STANDARD Family 10, beige.	£814.17. 0.
STANDARD Super 10, gray.	£846. 7. 0.

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## WELBECK MOTORS— Proudly announce their appointment as Area Dealers for the Rootes Group Singer

The Rootes Group are planning to double Singer Production and have reduced the price of the de luxe Hunter\* from £1,052 to £863. A dramatic gesture from the dynamic new Management.



\*The de luxe Hunter is a luxury craftsmen-made article. The expensive 14-litre overhead camshaft engine gives it the performance of a much more powerful car. The chassis (yes, a real chassis—no drumming unit-construction here) is long and strong to the back seat and luggage boot are big and roomy. The price of £863 includes all the things you usually pay extra for (such as a heater, Rimblishers, matched spotlamps) plus luxuries you never expected (such as an infinitely variable driving position and fitted tool tray with inspection lamp).

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Singer Sales and Service



RICHARD DIMBLEBY, who travels a great deal in the course of his B.B.C. sound and television duties, recently took delivery of a Rolls-Royce Silver Cloud from Mr. James Allday (left), of Weybridge Automobiles, Ltd., Surrey.

## IN BRIEF

Large extensions and a new technical building are to be opened on June 1 at the Inchinnan, Renfrewshire, factory of the India Tyre and Rubber Co. Ltd., by Lord Bilsland.

In the Used Car test of the Jaguar Mark VII (*The Autocar*, March 9), Fraser Autos, Ltd., was stated to be the firm which provided the car for test. In fact, the car was loaned by their Middlesex branch, the Old Forge Garage, Rickmansworth Road, Northwood, Middlesex. The address of Fraser Autos, Ltd. is: 73-75 Hammersmith Bridge Road, London, W.6.

Achievements 1955 has now been published by C. C. Wakefield and Co. Ltd., 46, Grosvenor Street, London, W.1. This is the latest edition of the annual booklet containing photographs of successes achieved during the year with Castrol lubricants in various spheres of motor sport. Copies are obtainable without charge on application to the company. This

year the reproduction of illustrations is much improved.

Mr. P. R. Scutt, managing director of Tecalemit, Ltd., of Plymouth, has left by air on a visit to Tecalemit (India), Ltd., of Bombay, Calcutta, Madras and New Delhi. Before he returns he hopes to negotiate manufacturing arrangements for the production of Tecalemit lubrication equipment in India.

Ford service weeks will be held commencing on the following dates: April 7, Lamberts, Kingston-on-Thames, Surrey; April 16, Hayes of Horsforth, Horsforth, Yorkshire; April 23, County Garage, Carlisle, Cumberland; and April 30, Autoways, Ltd., Sheffield, Yorkshire.

Mr. William E. Jenkins, who has been a director of the Esso Petroleum Co. Ltd. since 1945, has retired from his post as managing director. He joined the firm in 1920.



The Dacola oil-changing machine is a Continental device intended for service stations, and is now being imported by J. H. Pugh Ltd., 10, Rumford Place, Liverpool, 3. Using a suction pipe which is inserted in place of a car's dipstick, it rapidly empties, fills or flushes the sump. The Dacola costs £98.

The Goodyear Tyre and Rubber Co. Ltd., of Wolverhampton, have awarded £100 to Mr. George Phillips, one of their employees, for a suggestion made for the improvement of a tyre production process. This is the largest reward for a suggestion ever made by the British branch of this company.

L. F. Dove, Ltd., East Croydon, handled 376 cars—a record for them—when they held their first Austin service week of the 1956 season.

A Castrol lubrication chart is available for the M.G.A. Copies measure 1 ft. 10 in. by 1 ft. 5 in., and are printed in two colours. They are obtainable, without charge, on request to C. C. Wakefield and Co. Ltd., 49, Grosvenor Street, London, W.1.

Following the appointment of Mr. Gilbert Way as sales manager in the Midlands for the Dunlop Rubber Co. Ltd., Mr. Denis Hays has been appointed sales manager of the general sales division.

## NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
<b>A.C.</b>			<b>DAIMLER</b>		
2-litre saloon			Conquest saloon	1,086 0 0	1,600 7 0
2-door	1,027 12 2	1,542 15 3	Conquest Mark II	1,156 0 0	1,735 7 0
Saloon 4-door	1,107 19 4	1,683 8 0	Conquest Century	1,172 0 0	1,759 7 0
Ace two-seater	1,100 0 0	1,681 7 0	Conquest Century		
Accra coupe	1,376 0 0	2,063 17 0	Mark II	1,264 0 0	1,897 7 0
<b>ALFA ROMEO</b>			2½-litre drop-head	1,360 0 0	2,041 7 0
1500 Giulietta saloon	1,180 0 0	1,736 7 0	One-Of-Four saloon	1,885 0 0	2,828 17 0
Sprint Spyder	1,410 0 0	2,116 7 0	Lady's model	2,105 0 0	3,158 17 0
1900 Super saloon	1,750 0 0	2,626 7 0	4½-litre saloon	2,293 0 0	3,440 17 0
T.I. saloon	1,900 0 0	2,881 7 0	D.K. 400 limousine	2,793 0 0	4,190 17 0
Primavera coupe	1,995 0 0	2,995 17 0			
Sprint	2,600 0 0	3,761 7 0	<b>DELLOW</b>		
<b>ALLARD</b>			Mark 11B sports	448 0 0	673 7 0
Monte Carlo saloon	1,782 0 0	2,674 7 0	Mark 11C sports	477 0 0	716 17 0
Safari estate car	1,782 0 0	2,674 7 0	Mark V sports 2-seater	542 0 0	814 17 0
K.3 touring 2-seater	1,537 0 0	2,306 17 0	<b>D.K.W.</b>		
J.N.2 sports racer	1,722 0 0	2,584 7 0	Saloon de luxe	656 0 0	985 7 0
<b>ALVIS</b>			Fixed-head coupe	665 0 0	998 17 0
3-litre Graber saloon	1,850 0 0	2,766 7 0	Four-door saloon	690 0 0	1,036 7 0
<b>A-SIDDELEY</b>			Cabriolet	820 0 0	1,231 7 0
Sapphire 346 saloon			<b>FAIRTHORPE</b>		
(synchronmesh)	1,215 0 0	1,823 17 0	Mark 1M	289 17 0	391 2 6
(presselector)	1,265 0 0	1,926 17 0	Mark 11A	291 17 0	439 2 6
(automatic)	1,404 0 0	2,107 7 0	Mark 111E	332 14 0	500 8 0
Limousine	1,910 0 0	2,866 7 0	<b>FIAT</b>		
Sapphire 334 saloon	1,066 0 0	1,598 17 0	400 saloon	412 10 0	620 2 0
Sapphire 236 saloon	1,104 0 0	1,657 7 0	New 1100 saloon	578 10 0	869 2 0
<b>ASTON MARTIN</b>			1100 TV saloon	750 0 0	1,126 7 0
D.B. 2-4 saloon	2,080 0 0	3,076 7 0	1400A saloon	774 0 0	1,163 7 0
Hardtop	2,080 0 0	3,076 7 0	1600 saloon	980 0 0	1,471 7 0
Drop-head coupe	2,200 0 0	3,301 7 0	<b>FORD</b>		
D.B.35 2-seater	2,600 0 0	3,901 7 0	Popular saloon	375 0 0	413 17 0
<b>AUSTIN</b>			Anglia saloon	360 0 0	541 7 0
A.30 Beaver 3-door	360 0 0	541 7 0	Saloon de luxe	382 0 0	574 7 0
A.30 Seven 4-door	381 10 0	575 12 0	Perfect saloon	395 0 0	593 17 0
A.30 Countryman	426 0 0	638 17 0	Saloon de luxe	420 0 0	631 7 0
A.40 Cambridge	503 0 0	755 17 0	Escort estate car	414 0 0	622 7 0
A.50 Cambridge	514 0 0	772 7 0	Sebring estate car	445 0 0	668 17 0
A.90 Westminster	600 0 0	901 7 0	Consul saloon	520 0 0	791 7 0
A.135 Princess 111			Consul convertible	630 0 0	946 7 0
S.W.B. saloon	1,790 0 0	2,686 7 0	Zephyr saloon	580 0 0	871 7 0
L.W.B. Limousine	2,180 0 0	3,226 7 0	Zephyr convertible	690 0 0	1,036 7 0
<b>AUSTIN HEALEY</b>			Zodiac saloon	645 0 0	968 17 0
100 sports 2-seater	806 0 0	1,210 7 0	<b>FORD (Canadian)</b>		
100M sports 2-seater			Mainline	1,207 0 0	1,811 17 0
<b>BENTLEY</b>			Customline	1,246 0 0	1,860 17 0
Series B saloon	3,295 0 0	4,943 17 0	Fairlane Town sedan	1,293 0 0	1,925 7 0
Freestone and Webb			Fairlane Club sedan	1,264 0 0	1,897 7 0
sports saloon	4,890 0 0	7,336 7 0	sedan	1,471 0 0	2,307 17 0
Jas. Young saloon	4,668 0 0	6,998 17 0	Custom Ranch	1,348 0 0	2,023 17 0
Hopier saloon	4,718 0 0	7,079 17 0	Wagon		
Continental H.J.			Thunderbird sports	1,690 0 0	2,536 7 0
Mulliner saloon	4,960 0 0	7,441 7 0	<b>FRASER NASH</b>		
Park Ward saloon	4,775 0 0	7,163 17 0	Fast Roadster	1,660 0 0	2,476 7 0
Park Ward D.H.			Turismo fixed-head		
coupe	4,775 0 0	7,163 17 0	coupe	2,160 0 0	3,226 7 0
<b>B.M.W.</b>			Targa Florio Gran	2,250 0 0	3,376 7 0
Type 501 8 cyl	1,377 0 0	2,066 17 0	Sport	2,250 0 0	3,376 7 0
8 cyl. limousine	1,638 0 0	2,458 7 0	Le Mans fixed-head		
Type 502 limousine	1,792 0 0	2,689 11 0	coupe	2,450 0 0	3,676 7 0
Type 503 sports	2,975 0 0	4,463 17 0	Sebring 2-seater	2,290 0 0	3,376 7 0
Fixed-head coupe	2,975 0 0	4,463 17 0	<b>HILLMAN</b>		
Type 507 sports	2,800 0 0	4,201 11 0	Minx special saloon	470 0 0	706 7 0
Isotta Motocoupe	292 0 0	439 7 0	De luxe saloon	498 0 0	743 17 0
<b>BORGWARD</b>			Californian	550 0 0	826 7 0
Isabella 60 saloon	806 2 11	1,210 11 5	Estate car	568 0 0	848 17 0
Coupe	1,248 13 10	1,874 7 8	Husky	418 0 0	623 17 0
Station wagon	890 1 9	1,288 9 8	<b>H.R.G.</b>		
Isabella TS saloon	916 18 0	1,376 11 8	1½-litre 2-seater	895 0 0	—
Pullman 2400 saloon	1,409 2 1	2,115 0 2	<b>HUDSON</b>		
Saloon (Hansamatic)	1,501 7 0	2,263 7 6	Rambler Super	1,305 0 0	1,958 17 0
<b>BRISTOL</b>			Rambler Custom	1,380 0 0	2,071 7 0
405 saloon	2,390 0 0	3,588 7 0	Hardtop	1,450 0 0	2,176 7 0
Drop-head coupe	2,450 0 0	3,676 7 0	Cross Country	1,510 0 0	2,268 7 0
<b>CITROEN</b>			station wagon	1,670 0 0	2,506 7 0
2 c.v. saloon	398 0 0	598 7 0	Wasp Super saloon	1,610 0 0	2,306 7 0
2-litre DS19 saloon	990 0 0	1,486 7 0	Hornet Super saloon	1,610 0 0	2,306 7 0
<b>CONTINENTAL</b>			Hornet Custom saloon	1,910 0 0	2,866 7 0
Mark 11 coupe	4,690 0 0	7,036 7 0	Hollywood Hardtop	1,985 0 0	2,933 17 0

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1952 (Nov) AUSTIN "A70" Harford Saloon. Heater. Black. 20,000 miles	£495
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1954 AUSTIN "A40" Somerset. Blue with heater. 20,000 miles	£535
1936 BENTLEY 4½ litre. Bentley Thrupp & Maperly body. Good history. Fitted with heater	£695
1954 (Nov) AUSTIN "A30" 2-door Saloon. Blue. Non-standard Heater. 11,000 miles	£435
1953 AUSTIN "A40" Somerset Saloon. Green with heater. 5/Root. 18,000 miles	£510
1951 HUMBER Pullman Limousine. Black. 42,000 miles	£960
1953 HUMBER Hawk Saloon. Black with heater. 23,000 miles. Twin Lucas lamps...	£675

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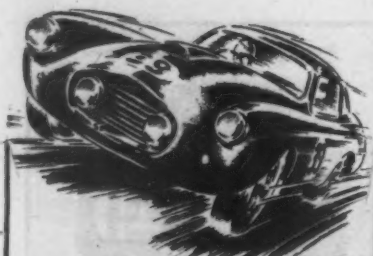
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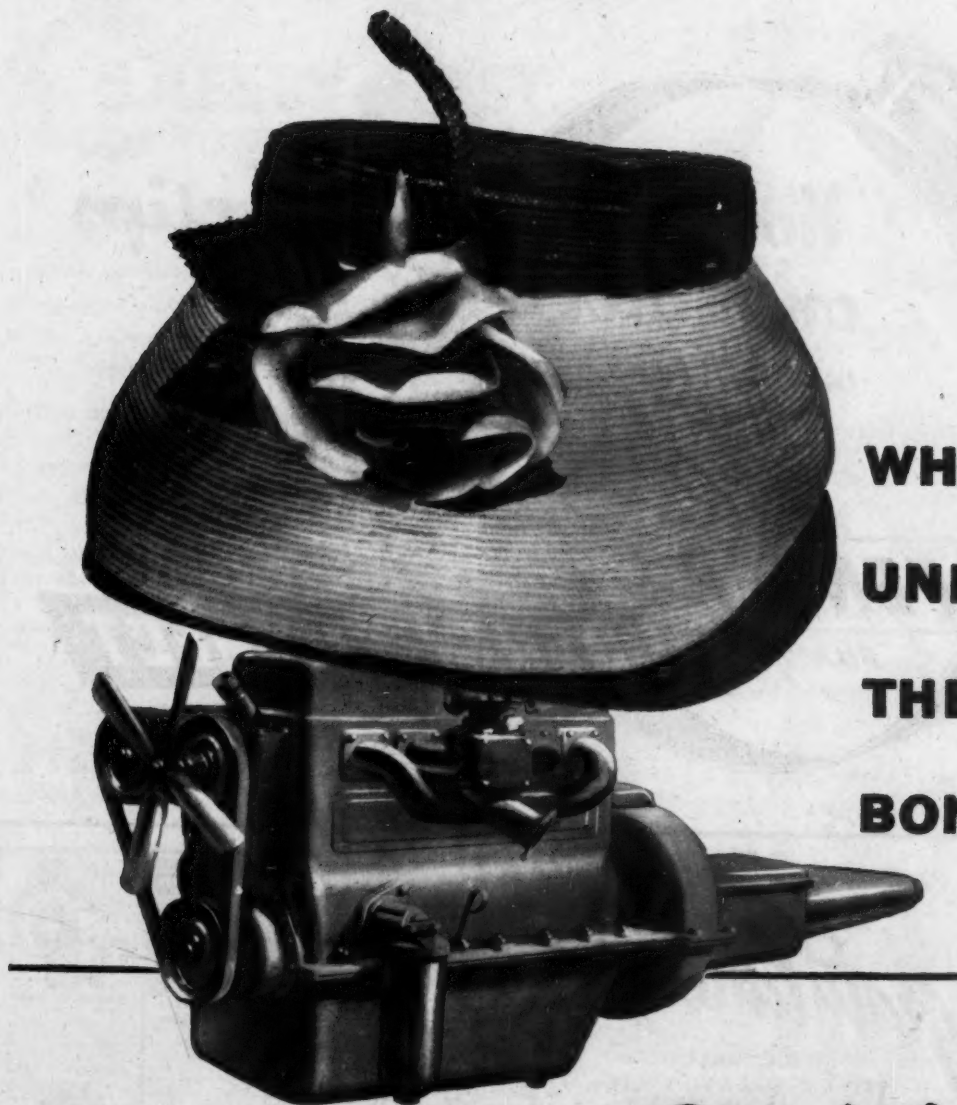
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<b>HUMBER</b>			<b>PEUGEOT</b>		
Hawk saloon	715 0 0	1,073 17 0	Type 203 saloon	633 9 1	952 8 2
Touring limousine	795 0 0	1,193 17 0	Station wagon	782 17 4	1,100 10 6
Estate car	885 0 0	1,328 17 0	Type 403 saloon	796 2 11	1,195 11 5
Super Snipe saloon	1,095 0 0	1,643 17 0	<b>PONTIAC</b>		
Touring limousine	1,175 0 0	1,763 17 0	Chieftain saloon	1,450 0 0	2,176 1 2
<b>JAGUAR</b>			Catalina coupe	1,976 0 0	2,962 8 10
2.4-litre saloon	895 0 0	1,343 17 0	Star Chief convertible	2,050 0 0	3,073 5 0
Special equipment			<b>PORSCHE</b>		
model	916 0 0	1,378 7 0	Type 356 1600 Speed		
Saloon (overdrive)	940 0 0	1,411 7 0	ster	1,225 0 0	1,383 17 0
Mark VII Type M	1,140 0 0	1,711 7 0	Fixed-head coupe	1,260 0 0	1,891 7 0
Saloon (overdrive)	1,185 0 0	1,778 17 0	Super fixed-head		
Saloon (automatic)	1,266 0 0	1,903 7 0	coupe	1,380 0 0	2,071 7 0
<b>JAUGAR</b>			Drop-head cabriolet	1,380 0 0	2,071 7 0
2-seater	1,127 10 0	1,692 12 0	Super drop-head		
Drop-head coupe	1,160 0 0	1,741 7 0	coupe	1,500 0 0	2,251 7 0
Fixed-head coupe	1,140 0 0	1,711 7 0	Type 550 1500 spyder	2,715 0 0	4,073 17 0
D-type sports			Carrera coupe	1,865 0 0	2,798 17 0
2-seater	2,895 0 0	3,878 17 0	<b>RENAULT</b>		
<b>JENSEN</b>			750 de luxe saloon	422 10 0	635 2 0
Model 541 saloon	1,455 0 0	2,153 17 0	De luxe saloon		
Interceptor de luxe	1,800 0 0	2,701 7 0	(sliding roof)	434 10 0	653 2 0
Convertible de luxe	1,800 0 0	2,701 7 0	De luxe saloon		
<b>LAGONDA</b>			(Perlec clutch)	442 0 0	664 7 0
3-litre saloon	2,600 0 0	3,901 7 0	Fregate 2-litre saloon	699 0 0	1,049 17 0
Drop-head coupe	2,700 0 0	4,051 7 0	Dauphine	512 0 0	769 7 0
<b>LANGHESTER</b>			Grand Pavois saloon	650 0 0	1,276 7 0
Sprite saloon	866 0 0	1,300 7 0	Amiral saloon	629 0 0	1,244 17 0
<b>LANCIA</b>			<b>RILEY</b>		
Appia saloon	1,290 0 0	1,876 7 0	Pathfinder saloon	940 0 0	1,411 7 0
Aurelia Series 11			<b>ROLLS-ROYCE</b>		
saloon	1,850 0 0	2,326 7 0	Silver Cloud saloon	5,365 0 0	5,078 17 0
Aurelia Grand			Freestone and Webb		
Turismo	2,115 0 0	3,173 17 0	saloon	4,980 0 0	7,474 7 0
Spyder	2,115 0 0	3,173 17 0	Hooper saloon	4,805 0 0	7,206 17 0
<b>LINGOLN</b>			H.J. Mulliner saloon	4,905 0 0	7,426 7 0
Premier saloon	2,432 0 0	3,649 7 0	Jas. Young saloon	4,755 0 0	7,133 17 0
<b>MERCEDES-BENZ</b>			Silver Wraith Series E		
180 saloon	1,195 0 0	1,793 17 0	Freestone and Webb		
180D (diesel) saloon	1,260 0 0	1,891 7 0	-touring limousine	5,265 0 0	7,898 17 0
190SL sports			Freestone and Webb		
saloon	1,850 0 0	2,778 7 0	7 passenger		
220a saloon	1,552 0 0	2,329 7 0	limousine	5,420 0 0	8,131 7 0
330 saloon	2,525 0 0	3,788 17 0	Park Ward touring		
300C saloon de luxe	2,475 0 0	4,013 17 0	saloon	5,170 0 0	7,756 7 0
300a coupe	4,110 0 0	6,166 7 0	Park Ward		
300SL saloon	5,100 0 0	6,651 7 0	limousine	5,295 0 0	7,943 17 0
<b>MERCURY</b>			Hu. per touring		
Montclair saloon	1,518 0 0	2,278 7 0	limousine	5,295 0 0	7,943 17 0
<b>M.G.</b>			Hooper limousine	5,295 0 0	7,943 17 0
MGA 2-seater	640 0 0	961 7 0	H.J. Mulliner tour-		
Magnette saloon	693 0 0	1,040 17 0	ing limousine	5,265 0 0	7,898 17 0
<b>MORGAN</b>			Jas. Young saloon	5,295 0 0	7,943 17 0
4/4 Series 11			<b>ROVER</b>		
2-seater	450 0 0	676 17 0	80 saloon	840 0 0	1,261 7 0
Plus 4 (TR) 2-seater	595 0 0	893 17 0	75 saloon	915 0 0	1,371 17 0
4-seater	610 0 0	916 7 0	90 saloon	945 0 0	1,418 17 0
Drop-head coupe	640 0 0	961 7 0	<b>SIMCA ARONDE</b>		
Plus 4 (Vanguard)			1500 Elysee saloon	609 10 0	915 12 0
4-seater	580 0 0	871 7 0	Grand Large	662 0 0	994 7 0
Drop-head coupe	610 0 0	916 7 0	<b>SIMCA VEDETTE</b>		
<b>MORRIS</b>			Trianon saloon	891 0 0	1,337 17 0
Minor saloon 2-door	401 0 0	602 17 0	Versailles saloon	930 0 0	1,405 7 0
Saloon de luxe	418 0 0	628 7 0	Regence saloon	1,055 0 0	1,580 17 0
Saloon 4-door	428 0 0	638 17 0	Marly station		
Saloon de luxe	445 0 0	668 17 0	wagon	1,225 6 8	1,838 17 0
Minor convertible	401 0 0	602 17 0	<b>SINGER</b>		
Convertible de luxe	418 0 0	628 7 0	Hunter S saloon	612 0 0	919 7 0
Traveller	455 0 0	683 17 0	Hunter saloon	687 10 0	1,032 12 0
Traveller de luxe	471 10 0	708 12 0	Hunter 75 saloon	811 0 0	1,217 17 0
Cowley saloon	532 0 0	799 7 0	<b>SKODA</b>		
Oxford saloon	565 0 0	848 17 0	440 saloon de luxe	560 0 0	841 7 0
Oxford Traveller	623 10 0	936 12 0	1200 saloon	630 0 0	946 7 0
Isis saloon	607 0 0	911 17 0	<b>STANDARD</b>		
Saloon de luxe	640 0 0	961 7 0	Eight Family saloon	389 0 0	554 17 0
Traveller	725 10 0	1,089 12 0	Super saloon	405 0 0	606 17 0
<b>NASH</b>			Super Ten saloon	450 0 0	646 8 0
Rambler Super			Family Ten saloon	406 0 0	614 17 0
saloon	1,305 0 0	1,958 17 0	Companion Estate car	485 0 0	728 17 0
Rambler Custom			Vanguard 111 saloon	599 0 0	899 17 0
saloon	1,830 0 0	2,746 7 0	Estate Car	633 0 0	950 17 0
Hardtop	1,450 0 0	2,176 7 0	Vanguard diesel saloon	735 0 0	1,103 17 0
Station wagon	1,510 0 0	2,266 7 0	<b>STUDEBAKER</b>		
Statesman Super			Champion Custom	1,267 0 0	1,901 17 0
saloon	1,490 0 0	2,256 7 0	Commander	1,387 0 0	2,031 17 0
Ambassador Super 6			President	1,449 0 0	2,174 17 0
saloon	1,685 0 0	2,528 17 0	<b>SUNBEAM</b>		
<b>OLDSMOBILE</b>			Rapier saloon	895 0 0	1,043 17 0
Series 55 Super			Mark III saloon	835 0 0	1,263 17 0
saloon	1,640 0 0	2,460 15 0	<b>TRIUMPH</b>		
Series 96 de luxe			T.R.2 2-seater	625 0 0	938 17 0
saloon	1,985 0 0	2,978 17 0	Hardtop	670 0 0	1,006 7 0
Starfire convertible	2,080 0 0	3,121 7 0	T.H.3 sports 2-seater	680 0 0	976 7 0
<b>PACKARD</b>			Hardtop	695 0 0	1,043 17 0
Clipper de luxe			<b>VAUXHALL</b>		
saloon	2,206 0 0	3,310 4 8	Wyvern saloon	510 0 0	766 7 0
Patrician	2,770 0 0	4,144 4 8	Velox saloon	560 0 0	841 7 0
Caribbean hardtop	3,115 0 0	4,673 14 2	Cresta saloon	620 0 0	931 7 0
<b>PANHARD</b>			<b>VOLKSWAGEN</b>		
Dyna Junior sports			Standard saloon	422 10 0	635 2 0
cabriolet	755 15 4	1,165 0 0	Saloon de luxe	492 10 0	740 3 0
Dyna de luxe special			Saloon de luxe (sliding)		
saloon	702 8 8	1,055 0 0	head	525 0 0	788 17 0
			Convertible	670 0 0	1,006 7 0
			<b>WOLSELEY</b>		
			Four-fortyfour saloon	640 0 0	961 7 0
			Six-ninety saloon	806 0 0	1,210 7 0



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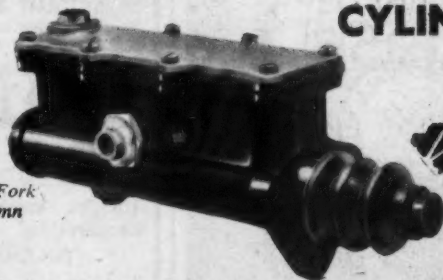
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Fuel Pump  
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DBB/2477



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MAKE OF CAR..... YEAR.....

MODEL..... H.P. ....

Name and locality of local garage .....

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1954 BENTLEY 'R' Type saloon. Automatic drive. Radio, heater. Black with biscuit interior. ...	£3950
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1955 MORRIS Oxford saloon. Heater. Grey with red interior. ....	£675
1953 RILEY 2½ litre saloon. Heater, twin fog and pass lamps, etc. Dark green with green interior. ....	£795
1954 ROVER 90 saloon. Heater, etc., fog lamp, wing mirrors. Black with beige interior. ....	£995
1955 ROVER 75 saloon. Heater, etc. Two-tone grey with grey interior. ....	£1145
1955 VAUXHALL Cresta saloon. Heater, whitewall tyres, etc. Metallic grey with ivory and tan interior. ....	£795
1953 WOLSELEY 6/80 saloon. Radio, wing mirrors, front loose covers. Metallic green with tan interior. ....	£585
1954 WOLSELEY 4/44 saloon. Heater, wing mirrors, screen washers. Maroon with maroon interior. ....	£715



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## USED CARS FOR SALE

### A.C.

GATEHOUSE offer:  
1953 A.C. black with red leather upholstery, 27,000 miles, one owner, £625. Gatehouse Motors Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)

1955 (Feb.) A.C. Ace. Mist grey/beige hide with red piping. One owner, 3,000 mileage. Heater, rheostat lighting, chrome hoodsticks, twin speed wiper, wooden rim steering wheel. Michelin X spare unused. Stove enamelled wheels, twin S.U. pump, fram oil filter, boot carpet, engine A.C. #1 to 1 large crank 600 miles only. Barwell Head with new exhaust system. £1,295.  
J. DAVY, Ltd., 180/4 Kensington High St., W.8. WES 7181. (C1069)

1951 A.C. 2 Litre saloon. Immaculate condition, Heater, radio, £475. Part exchange. Box 0741. (C1353)  
PRIDE & CLARKE, Ltd., 1955 A.C. Asoca, 4,000 miles. £130 extras. One owner. As new. £1,445. Exchanges welcomed.—237 Brixton Hill, S.W.2. TUL 3664/5. (C3068)

### ALLARD

1946 Allard Model V Super Sports 2-seater, terrific performance, docile and immaculate, £285. Exchanges, terms.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. (C1024)  
1948 Allard 1948 Special Sports Tourer, twin fog lamps, horns, excellent appearance, also Saloon: Many others. BENMOTORS, 1 Clarendon Road, W.11. (30 yds, Holland Park Tube). Park 5066-7 and Park 2971. (C1017)  
RICHARDS & CARR, Ltd., are always best value.  
1951 P.1 saloon, radio, heater, reconditioned engine, first-class throughout. £295. 1949 Allard, 4-seater, 2 owners, superb bargain, £245.—35 Kinnerton Street, S.W.1. Belgavia 3711. (C3045)  
Factory serviced Allard cars are your wisest buy.  
1953 P2 Monte Carlo saloon, one owner, £950.  
1952 K2 roadster, immaculate condition, £465. Several drop head coupes from £300.  
Adlards Motors Ltd., 51 Upper Richmond Rd., S.W.15. Vandyke 2333. (C0912/R)

ALLARD Drop Head Coupe, black with red hide upholstery. October, 1947. New hood. Licensed for year. Owned by a fastidious motoring connoisseur. This car is in specimen mechanical condition, and will meet all requirements of a motoring enthusiast. £275.—White Bros. (Taunton), Ltd., Main Ford Dealers, Taunton 4444. (C194)

### ALVIS

GATEHOUSE offer:  
1950 Alvis 14 black saloon, immaculate condition £595.  
1949 Alvis 14 black saloon, heater, 2 owners, £525.  
1949 (May) Alvis 14 saloon, black and silver, one owner heater, £545.  
1948 Alvis 14 saloon, maroon, electric windows, heater, immaculate, 2 owners, £510.  
1948 Alvis drophead-coupe green, fitted radio, heater, £525.

1934 Alvis Speed 20 saloon, black with Charlesworth body, £110.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)  
GUY SALMON AUTOMOBILES, Ltd., offer:  
1954 Alvis T.C. 21/100 drophead coupe, 11,000 miles, immaculate, £1,495.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)  
ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. welwyn 481/2/3, offer:  
1952 Alvis 3 litre Saloon, black, radio, heater, immaculate condition throughout. £695. Maximum H.P. (C1001)

BROOKLANDS: Wholesale and Retail:  
New 3-litre Graber Saloon enquiries.  
1955 Alvis 3-litre 21/100 Saloon.  
1954 Alvis 3-lit. 21/100 and Standard Saloon. Confidential Terms Exchanges.  
103 New Bond-st., London, W.1. Mayfair 8351. (C2052)  
1939 Alvis 12/70 D.H., carefully driven, maintained. Mechanically excellent. £200.—Box No. 0733. (C1445)  
1951 Alvis 3 litre Sports Saloon, guaranteed, £500, payments.—Oldfield, 286 Kensington High Street, W.14. WES 6631. (C3029)  
1954 Alvis T.C. 21/100 saloon, black/beige, heater, Radiomobile, one owner, immaculate. £1,125.—Totterham 0353. (C3311)

ALVIS Firefly Coupe, 1933 model, mechanically sound, body requires little attention. £55.—L. R. Guppy, Fiat Distributors, Yeovil, Somerset. (C3262)

### ALVIS

JACK ROSE Ltd. offer Alvis T.A. 14 saloon, in black, with brown hide. Most attractive inside and out. Taxed, open to any examination, £445. Stafford Rd., Wallington, Surrey. WAL 6677. Burgh Heath 2376. (C3056)

1949 Alvis 14 h.p. drophead coupe, black, nearly new tyres, outstanding example, £450.  
CHEAM MOTOR & ENGINEERING Co. Ltd., Ewell Road, Cheam, Vigilant 0125. (C3316)

425 GNS. Alvis 14 1948 sports saloon, sliding head, leather, heater, one owner excellent condition. Terms. Exchanges, List. Open 9-7 weekdays and Saturdays.  
Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

1937 Alvis Speed 25 4-door sports saloon, 30,000 miles since works £800 overhaul. Very well maintained car. £315.

ERIC Hayes, Ltd. 13 Bishops Bridge Rd. Paddington W.2. Ambassador 8266.  
1949 Alvis T.A. 14 saloon, shewn greivred leather, almost unmarked. £450. (C2033)

1938 Alvis 12-70 saloon, engine reconditioned, coachwork and interior in first-class condition, bargain. £240.  
—G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Middx. Mol 6109. (C4053)

1952 Alvis 3 litre Saloon, black/fawn, radio, heater.—Dunham & Haines, 46 Castle Street, Luton 21001. (C1079)

1934 Alvis Speed 20 Vanden Plas 2-door sports saloon, good example, £125. Exchanges, terms.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. (C1024)

£645!! 1951 Alvis 3-litre sports saloon, black, brown leather, heater, wonderfully maintained and in superb condition.—Broadway Motors, Hanworth Road, Hounslow, Middx. Hou 0175/9309. (C1113)

CHILTERN CARS offer:—1949 Alvis 14-h.p. T.A. four-seater drophead coupe, finished in black and grey with red leather upholstery, low mileage, immaculate condition throughout. £475; 1937 Speed 25 Vanden Plas tourer, exceptional condition, £195; 1934 Speed 20 Vanden Plas drophead coupe, fitted with a 1936 engine, excellent condition, £115. Terms: Exchanges.—La Water Lane, Leighton Buzzard, Bedfordshire: telephone Leighton Buzzard 2060. (C1045)

### AMERICAN CARS

SIMPSON'S MOTORS (Wembley) Ltd. offer:  
American Car Specialists)

1955 R.H.D. CHEVROLET Bel Air V-8, radio & heater All Extras.

1955 R.H.D. DODGE V-8 Royal, Hydramatic drive, power brakes, radio and heater. All Extras.

1953 PLYMOUTH Shooting Brake. Radio and heater, signals, 6-passenger, cream and grey.

1950 CHEVROLET 2-door, radio and heater. All Extras  
1949 FORD Custom built Convertible, Radio and heater, All Extras.

1948 OLDSMOBILE 6-cylinder 4-door saloon, radio and heater. All Extras.

1947 PACKARD Limousine, 7-seater, Radio and heater, face forward occasional seat and division.

1947 PACKARD Clipper, Radio and heater. All Extras  
1953 LINCOLN Capri, Hydramatic drive, power brakes, power steering, electric windows.

1951 PLYMOUTH Convertible, radio and heater. All Extras.

1954 FORD Crestline, Ford-O-Matic, radio and heater. one owner.

1954 BUICK, radio and heater. All Extras.  
1950 DE SOTO "Corry All", Fluid drive, radio and heater. Signals. All Extras.

1950 CHEVROLET 4-dr. de luxe, radio and heater. All Extras. White wall tyres.  
1949 FORD Custom, 4-door Saloon, radio and heater. All Extras.

1953 CHEVROLET "150", 2-dr., radio, heater, low mileage, one owner.  
1946 FORD V-8 2-dr., radio and heater. All Extras.  
SIMPSON'S MOTORS (Wembley) Ltd. (American Car Specialists), 345 High Road, WEMBLEY B691/3903. (C4015)

1951 (reg. Oct. '50) saloon, radio, seat covers, tyres as new; £515: terms, exchanges.—10 Winchester Mews, N.W.3. Pri 6159. (C2225)

### AMERICAN CARS

1954 Mercury Monterey Sun Valley hard top coupe, a very expensive and exclusive model of which only a few were imported, finished in two shades of green, 5/6 heater with ample luggage boot, city V-8 engine, hydramatic gears, power operated windows, steering and brakes, super radio, air conditioning, whitewall tyres, mileage only 9,500, unblemished condition.—Ingis Automobiles, Main Ford Dealers, Bass Rock Buildings, Milton Road West, Portobello, Edinburgh. Tel. Portobello 1201. (C3226)

J. THOMPSON MOTORS, Ltd. offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95 Fulham Road, South Kensington, S.W.3. Ken 4858. (C4028)

1948 Pontiac Convertible power hood, re-chromed, re-sprayed silver grey/mar., new hood, radio, heater, good tyres a magnificent car in outstanding condition throughout. Any make of car in part exchange, H.P. £395.—Harry Davies Car Sales, 129/132 Manor Park Road, Harlesden, N.W.10. Wil 7172. (C3204)

1953 (regd.) Henry "J" saloon, only 15 h.p. 30 m.p.g. Overdrive, heater, etc., low mileage, beautifully styled, bargain at £495. Part exchange welcome. Terms. Harry Davies Car Sales, 128/132 Manor Park Road, Harlesden, N.W.10. WIL 7172. 3039

### ARMSTRONG SIDDELEY

GUY SALMON.  
THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial. OFFER the following used examples:—  
1956 (Series) Armstrong Siddeley Sapphire 7-passenger limousine, 1,700 miles, radio and fitted suit cases, £2,350.  
1955 Armstrong Siddeley Sapphire saloon, 5,000 miles, synchromesh, one owner, radio, £1,295.  
1951 Armstrong Siddeley White, saloon, faultless example, £550.—Portsmouth Rd., Thames Ditton. Esherbrook 5551/2/3. (C4001)

WELBECK MOTORS for new and used Armstrong Siddeleys:  
THE new 2.3 litre Sapphire is now on view in our showrooms:  
1955 Sapphire saloon; synchromesh, duo green, mileage 10,000 approximately, as new £1,295.

1951 Hurricane drophead coupe, synchromesh, grey with blue leather, mileage 20,000 approximately, £350.  
Welbeck Motors, Ltd., 107 Crawford St., London, W.1. (Near Baker St. Station). Welbeck 1139. (C4049)

BENTALLS, Ltd.  
1947 Armstrong Siddeley Typhoon, £295.—Kingston-on-Thames, Kingston 1001. (C1093)

A.I. at Browns.  
1954 Armstrong Siddeley Sapphire electric preselectric gears, grey and red leather heater and radio, beautifully kept and maintained, 1995 secure.

W. J. BROWN, Ltd., 335 Finchley Road, Hampstead, N.W.3. Hampstead 2284. (C1025)

DUNCAN HAMILTON & Co. offer:  
1954 Armstrong Siddeley Sapphire saloon, grey with blue leather interior, radio, heater, etc., preselectric gearbox, Director's car, completely faultless throughout, 1995. Duncan Hamilton & Co., 33 High Road, Blythe, Surrey. Blythe 3101 by day and night. (C1091)

WESSEX MOTORS, Bridge Street, Andover.  
1950 Armstrong Lancaster Saloon. Black with brown upholstery. One owner. Four months guarantee. Telephone Mr. Harnett, Andover 2326. (C4087)

CHARLES FOLLETT, Ltd. Official Armstrong Retailers offer:  
1955 Sapphire sal. automatic gearbox, power steering, adjustable ride control, radio, laminated windscreen, colour grey. This car has covered a genuine 3,000 miles only in absolutely as new.

SHOWROOMS: 18 Berkeley Street, W.1. Mayfair 6266. SERVICE: Works & Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

1954 Sapphire (August), pre-selectric, director's car, immaculate condition, in 2 colours of green, mileage only 16,000; £1,050.—Apply J.E.M., 17 Bentinck St., London, W.1. Welbeck 9191. (C3218)



## USED CARS FOR SALE

## ARMSTRONG-SIDDELEY

1954 Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused; £980, plus P.T. or nearest offer.—Mon. 4213. (C3223)  
 1953 Sapphire saloon, pre-selectric, black, genuine 14,000 miles only, £925.—Campbell Symonds, Wembley C6262. (C1037)  
 1949 Armstrong Siddeley Lancaster Saloon, in excellent condition. £325.—John Whalley, Ltd., London Road, Bishops Cleeve, Tel. 181-2. (C4051)  
 1954 Armstrong Sapphire saloon, twin carbs, radio, 21,000 miles, one owner. £875.—Harry Martin, 23 Devonshire Place Mews, London, W.1. (C3092)  
 1955 Armstrong Siddeley Sapphire 1.6, 7-passenger, saloon, mileage 6,000, colour black with leather upholstery, seat covers to rear, radio; offers.—Leamington Automobile Co., Ltd., 2 Parade, Leamington Spa, Tel. 867-868. (C3216)  
 1949 Armstrong Hurricane Black, new hood and tyres, radio and heater. Carefully used £395.—Taylor, 21 Victoria Road, New Barnet. BAR 0870. (C3174)  
 A.Z. MOTORS offer 1948 Lancaster 4-door Saloon, Bargain £315. Also 7-seater 17 h.p. Limousine, Knock-out price £65!!!—Palmerston Road, N.W.6. Tel.: Mai 4723. (C1011)  
 £895!! 1954 Sapphire Saloon, synchromesh, green/green, fitted heater and radio, unrepeatable bargain.—Jacquier, Ltd., 225/7 Hammersmith Road, London, W.6. Riverside 6677/8. (C2043)  
 1948 Armstrong Siddeley Hurricane, D/H coupe, spotless condition, one owner. £325. (C3099)  
 THE ONSLOW MOTOR CO., Ltd., 28 Onslow Street, Guildford, Phone 6722/7/8. (C3099)  
 295 GNS. Armstrong Siddeley 1948 Hurricane d/h coupe, manual gearchange, heater, carefully used. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)  
 1954 model Armstrong Siddeley Sapphire pre-selectric, twin carburetors, 24,000 miles only, heater, immaculate condition, green/grey, taxed year. £795.—R. S. Mead (Sales), Ltd. 42 Queen Street, Maidenhead, Tel. Maidenhead 3431/2. (C3011)  
 CASS'S MOTOR MART—1952 Armstrong Whitley saloon, Langham, grey, heater. 25,000 miles, unblemished, £575. 1949 Armstrong Typhoon saloon black, heater, radio, immaculate, £395. Written guarantee.—5 Warren St., W.1, Euston 4110 (C1040)  
 £935!! Armstrong Siddeley 1952/3 Whitley sports saloon, one owner, like brand new. (C3951)  
 1949 Typhoon, sports saloon, beautiful clean spotless condition. (C3951)  
 Lambs of Wood Green Established 1897, 100 guaranteed cars: Exchanges: hire purchase.—421-423 High Rd., Finchley, Finchley 6222. (C2052)  
 1952 Armstrong Siddeley Whitley Gentlemen's car, fitted heater, open lights, blue cellulose with blue leather protected by dove blue tone covers. 555 Gns. Owner wishes to clear. Terms exchanges.—H. F. Edwards, Ltd., 28-34 Upper High Street, Epsom, Surrey. Epsom 5611. (C2001)  
 1947 11 h.p. Armstrong Siddeley Typhoon, 2-door 4 light sports saloon, immaculate throughout, in black, chromium, beige interior, manual gearbox, heater, demisters, radio etc. A beautiful example. Written guarantee. 295 Gns. Hire purchase part exchange.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

## ASTON MARTIN

DUNCAN HAMILTON & Co. offer:—  
 1953 Aston Martin DB2 saloon, 16,000 miles, green with grey interior, Vantage engine, beautifully maintained, in faultless order throughout, £1,495.  
 1951 Aston Martin DB2 saloon, black with red leather interior complete overhaul, 9,000 miles ago, offered at £1,185. Duncan Hamilton & Co., 33 High Road, Byfleet, Surrey. Tel. Byfleet 3101 by day and night. (C1091)  
 BROOKLANDS: Wholesale and Retail.  
 New Aston Martin D.B. 3 "S" and Mark I Saloon for delivery.  
 1955 Aston Martin 3-lit. D.B. 2—4 Saloon. Radio, 9,000 miles.  
 1953 Aston Martin D.B. 2 Saloon fitted vantage engine. Confidential Terms, Exchanges.  
 103 New Bond St., London, W.1. Mayfair 8351. (C1029)

GUY SALMON AUTOMOBILES, Ltd., offer:—  
 1954 Aston Martin D.B.11/4 Saloon, 13,000 miles, £1,850.  
 1955 Aston Martin 3-litre drophead coupe, 10,000 miles.—Portsmouth Rd., Thames Ditton. Emerbrook 5551-2-3. (C4001)  
 ASTON MARTIN DB2 saloon, late '52, Vantage, new Michelin Xs and new Double Life Exide, green with cream interior, sound throughout, private sale only; nearest £1,325.—Tel. during day Aintree 2361. (C3230)  
 1954/5 DB2-4, 3 litre, low mileage, Michelin X, Alfin drums, immaculate, £1,985.—Tolworth Motors, Ltd., Kingston By-Post, Tolworth, Elmbridge 2254. (C4081)  
 1933 11 litre Le Mans 2/45 recently lined, bearings rewired, new lights, armature, tachometer. Good tyres and condition throughout, £260. Seen London or Peterborough. Please write 90 Marholm Road, Peterborough. (C3129)

1952 (Sept.) Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout, £1,225.—W. P. Maidens, Steaford, Lincs. Tel. 135. (C3132)  
 ASTON A-30

465 gns Austin A30 August 1955 saloon, heater, overriders, one owner, small mileage, spare unused. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

## AUSTIN A-30

465 gns Austin A30 August 1955 saloon, heater, overriders, one owner, small mileage, spare unused. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

## BENTALLS Ltd.

1954 Austin A30, green with beige upholstery, fitted heater £425.—Kingston-on-Thames, Kingston 1001. (C1093)

## H. A. SAUNDERS, Ltd., offer:

1955 A.30 two door Saloon, green; beige upholstery, recorded mileage 7,009.  
 1955 A.30 two door Saloon, black; red upholstery, heater, recorded mileage 4,570.  
 H. A. SAUNDERS Ltd., 836-842 High Road, North Finchley N.12, Hillside 5272 (8 lines) (C4092)  
 PHILIP RICKARDS Ltd., offer:—  
 1955 (Oct.) Austin A30 2-door Saloon, Black/Beige Heater, 1,200 miles. Part Exchanges, deferred terms. 4 Brick Street, Park Lane, London, W.1. Gros. 4772/3. (C3051)  
 1953 Austin A30 saloon, beige, one owner, heater, desirable little car £365.—Hutton Cross Garage, Feltham 2176. (C2092)  
 1955 AUSTIN A30 Countryman. Really spotless! £525.—Smith & Hunter, 376 Kensington High Street, W.14. Tel: Western 2312. (C4019)  
 1954 Austin A30 2-door 16,000 miles £345.—L. F. Dove Ltd., 111-115 Addiscombe Road, East Croydon, Tel: Addiscombe 3066-7-8-9. (C1076)  
 1956 Austin A30, 2-door saloon, Conway blue, as new, £475. Brew Bros. Ltd., 133 Old Crompton Road, S.W.7. Freemantle 3333. (C1083)  
 BOWES ROAD GARAGE, A30 Countryman 1955, one owner, heater, spare unused. £535. Bowes Road (North Circular Road) N.11. Bowes Park 2284/5/6 3285

PRIDE & CLARKE Ltd., 1955 Austin A30 4-door saloon, 7,000 miles. £469. 1954, Low mileage, £399. 1953 Heater, £389. Stockwell Road, S.W.9. BRISTON 6251 (C3068)  
 1955 A30 Countryman, 10,000 miles, grey, heater, beautiful condition £495. Also another 1955 A30 utility, 5,000 miles, as new £425. Terms, Trade Enquiries Welcomed.—Roya Automobiles Ltd., 127 Parkway, N.W.1, nearest Tube, Camden Town Station, Euston 2700 and 8894.

CAMDEN MOTORS, Austin A30 four-door saloon, June 1954, mileage 15,748, cream with red upholstery, built-in heater, tailored seat-covers, genuine one-owner car in very immaculate condition, £445. Also a 2-door model in black available. Camden Motors, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035)  
 1954 (Oct.) Austin A30 2-door saloon, blue, immaculate, 12,000 miles, £415. Campbell Symonds, Perivale 4456. (C1037)

## AUSTIN 8

SIMPSON'S MOTORS (Wembley) Ltd., English Car Sales Division offer:—  
 1946 Austin 8. £295.—355 High Road, Wembley, Middx. Tel: WEMBLEY 4422. (C4015)  
 1947 Austin 8 saloon, one owner, exceptional condition, 3 months' guarantee. £295.  
 C. & W. MOTORS, Ltd., Queen's Head Garage, East End Road, N.3, Finchley 6236 (3 lines). (C1061)  
 HERE is the cheapest 8 h.p. 4-door sun roof saloon obtainable £225; space urgently required.—H. A. Saunders, 144 Golders Green Rd., N.W.11. Speedwell 0011. (C4004)  
 245 GNS. Austin 8 1946 saloon, sliding head, leather, carefully used. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

## AUSTIN 10

1947 Austin 10, re-cellulosed, good mechanical condition. £295.  
 1947 Austin 10, immaculate throughout, reconditioned engine £315.—Kirkdale Cars, Cobbs Corner, Sidenham, S.E.26. Sidenham 6729. (C2068)  
 1947 Austin 10 Sin. Far above average, £320.—Smith & Hunter, 376 Kensington High Street, W.14. Tel: Western 2312. (C4019)

## AUSTIN A40

W. HAROLD PERRY Ltd., 1105/1111 High Road, Whetstone, N.20. Tel. Hillside 6621 offers:—  
 1954 Austin A40 Somerset saloon, beige with brown leather, heater, very fine condition. £605. Our Hire Purchase terms are now 5 per cent for 12 months.  
 W. Harold Perry Ltd., 1105/1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)  
 B. L. HUNTER Ltd., offer:—  
 1956 Austin A40 saloon, very low mileage £699.  
 B. J. Hunter Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)  
 PHILIP RICKARDS LIMITED, offer:—  
 1956 Austin A40 Cambridge Saloon, Black/Red, 200 miles only. Part exchange, deferred terms.—4 Brick St., Park Lane London, W.1. Tel: Grosvenor 4772/3. (C3051)  
 1952 Austin A40 Somerset, blue with beige interior, heater, rebored and brakes refitted, £465. Garage Service Co., Ltd., 1013 Finchley Road, Golders Green, N.W.11. Speedwell 8692. (C2019)  
 1950 A40 Saloon, Grev. One owner and chauffeur-maintained since 1952. New engine July 1955, Heater. Wireless. Excellent condition. £450 or near offer.—A. J. Garner WANTED 2982. (C3274)  
 HERE is the cheapest Somerset saloon obtainable, excellent condition 1954, Grev with blue heater £490, space urgently needed.—H. A. Saunders, 144 Golders Green Road, N.W.11. Speedwell 0011. (C4004)

1954 (Jan.) Austin Somerset Drop-head Coupe, one private owner. Finished black, red leather, heater, loose-covers, extras, taxed, as new, £550, guaranteed. MOTOURISTS (London) Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018)

## AUSTIN A40

W. HAROLD PERRY Ltd., 1105/1111 High Road, Whetstone, N.20. Tel. Hillside 6621 offers:—  
 1954 Austin A40 Somerset saloon, beige with brown leather, heater, very fine condition. £605. Our Hire Purchase terms are now 5 per cent for 12 months.  
 W. Harold Perry Ltd., 1105/1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)  
 B. L. HUNTER Ltd., offer:—  
 1956 Austin A40 saloon, very low mileage £699.  
 B. J. Hunter Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)  
 PHILIP RICKARDS LIMITED, offer:—  
 1956 Austin A40 Cambridge Saloon, Black/Red, 200 miles only. Part exchange, deferred terms.—4 Brick St., Park Lane London, W.1. Tel: Grosvenor 4772/3. (C3051)  
 1952 Austin A40 Somerset, blue with beige interior, heater, rebored and brakes refitted, £465. Garage Service Co., Ltd., 1013 Finchley Road, Golders Green, N.W.11. Speedwell 8692. (C2019)  
 1950 A40 Saloon, Grev. One owner and chauffeur-maintained since 1952. New engine July 1955, Heater. Wireless. Excellent condition. £450 or near offer.—A. J. Garner WANTED 2982. (C3274)  
 HERE is the cheapest Somerset saloon obtainable, excellent condition 1954, Grev with blue heater £490, space urgently needed.—H. A. Saunders, 144 Golders Green Road, N.W.11. Speedwell 0011. (C4004)

1954 (Jan.) Austin Somerset Drop-head Coupe, one private owner. Finished black, red leather, heater, loose-covers, extras, taxed, as new, £550, guaranteed. MOTOURISTS (London) Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018)

## AUSTIN A40

CAR MART Ltd. Sole London Austin Distributors.  
 1955 Austin A40 Countryman, heater, £575.  
 Car Mart Ltd., 16 Uxbridge Road, Ealing, W.5. Ealing 6600. (C1039/1)

SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division offer:—  
 1952 (late) Austin A40 Somerset, heater, £425, 355 High Road, Wembley, Middlesex. Tel: Wembley 4422. (C4015)

1953 A40 Somerset Saloon, exceptional. £475. Salmons Garages Ltd., Temple Bar 3338. (C4029)  
 1953 Model Austin A40. Heater one owner, £465. The Onslow Motor Co., Ltd., 28 Onslow Street, Guildford Phone 6727/8. (C3099)

525 gns. Austin A40, 1954 model Somerset convertible, leather, heater, one owner. Terms, Exchanges. Rowland Smith, below.  
 495 gns. Austin A40 October 1953 Somerset saloon, leather, heater, overriders, carefully used. Terms Exchanges. Rowland Smith below:—

425 gns. Austin A40 1953 Somerset saloon, leather, heater, overriders, one owner, excellent condition. Terms, Exchanges. Rowland Smith, below:—  
 365 gns. Austin A40 1949 Devon saloon, sliding head, leather, heater, one owner, excellent condition. Choice of 12 A40's. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

1955 Austin A40 Cambridge Saloon new condition. £375. Tom Allery Automobiles, 68 Hill Road, Wimbledon 3848. (C3106)  
 £385!!! 1950 Austin A40 de luxe saloon, only one owner, choice 2.

Lambs of Wood Green (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423 High Road, Finchley, Finchley 6222. (C2052)  
 1952 September Austin A40 Utility £325. Montrose Motors (N. H. Boswell), 91-95 Epping New Road, Ruckhurst Hill, Essex. Tel: 1171. (C3008)

ARCHIE SIMONS & Co., Ltd., 1954 Austin Somerset Saloon, colour blue leather upholstery, fitted heater, one owner, nominal mileage, immaculate £525.  
 1951 Model Austin A40 Saln. de Luxe, Grey blue leather, fitted heater and sunroof, good condition £395.—95 Great Portland Street, W.1. Ldn 1343. (C4013)  
 1952 Austin A40 Somerset 1954, slag, roof, heater, spotless throughout, low mileage. BENMOTORS, 1 Clarendon Road, W.11. Park 5066/7 (50 yards Holland Park Tube). (C1017)

1954 Austin A40 saloon, black red leather, heater, low mileage, guaranteed. £485.—Palmer, 3 Russell Garden Mews, Kensington, W.14. Park 9704 and 5968 (C3034)

1953 Austin Somerset coupe, black and red interior, with heater, good condition. £480.—Gibson, "Treton", Baldwin's Hill, Loughton, Essex. Phone Loughton 729 (evenings only). (C3205)  
 1952 Austin A40 saloon, green brown leather, heater, one very careful owner, low mileage, guaranteed £455 Kings Motors, 1 High Street, Founslow 3532 (C2040)

1952 A40 Sports, Alloy Body, Fog Lamp, Heater, Washer, Taxed, Insured. One Owner, very good condition, £450, Holmes 14 Ashleigh Garden Upminster 4449 Essex. (C3121)  
 1953 (July) A40 Countryman. One owner. 16,000 miles. Grey. Seat covers. An immaculate estate car of which the condition suggests only half the actual mileage. £505.

J. Davy Ltd., 180/4, Kensington High Street, W.8. WES. 7181. (C1069)  
 1954 Austin Somerset de luxe. Heater sunroof, spotless £510 near offers. Slough 21809 weekends. Slough 21864 weekends. (C3135)

1954 Austin Somerset saloon, perfect condition throughout, 5,000 miles only. £545. Herbert and Mills, Church Road, Ashford, Middx. Tel: Ashford 2678 or 2960. (C2035)  
 1954 Austin A40. Beautifully maintained £475. Smith & Hunter, 376 Kensington High Street, W.14. Tel: Western 2312. (C4019)

## AUSTIN A50

H.A. SAUNDERS, Ltd., offer:—  
 1955 A.50 Deluxe Saloon, Tweed; grey; grey upholstery, heater, recorded mileage 8,113. £655.  
 1955 Austin A.50 Deluxe Saloon, black; red upholstery, heater, recorded mileage 18,290. £635.  
 1955 A.50 Deluxe Saloon; black; chestnut upholstery recorded mileage 8,240. £655.

1955 A.50 Deluxe Saloon, black; chestnut upholstery, recorded mileage 17,225. £635.  
 H. A. Saunders, Ltd., 836-842 High Road, North Finchley, N.12, Hillside 5272 (8 lines) (C4092)  
 B. J. HUNTER, Ltd.—  
 1955 Austin A.50 Saloon, very low mileage. £650.—22-26 Cricklewood Broadway, N.W.2. Glia 6303/4. (C2040)

1956 Series Austin A.50 saloon, tweed grey with red interior, full de-luxe equipment, genuine mileage 2,950, taxed to December. £650.—Dixon's Garage 134 West Hill, Putney, S.W.15. Putney 0396. (C1073)

## AUSTIN 12

AUSTIN 12, 1946. Well maintained, smart, trouble free. Ideal family hire car. £260 or nearest.—"Restholm", Mogador Road, Lower Kingswood, Surrey. Reigate 3608. (C3128)

## AUSTIN 16

1948 black with brown leather, one owner, heater. Much above average in every way £295. Terms and exchanges. Oscar Moore, 240 Ballards Lane, Finchley, N.3. Finchley 7050. (C3247)



## USED CARS FOR SALE

## AUSTIN 16

H. C. PAUL, Ltd. 1946 Austin 16, radio, heater, black, exceptional condition, £275—32 Bruton Place, Berkeley Sq. W.1. Mayfair 0821/2. (C3040)  
 H. A. SAUNDERS, Ltd. offer: 1949 16 Saloon, black: brown upholstery, heater. £345 H. A. SAUNDERS, Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092)  
 SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division offer: 1947 Austin 16, £385—355 High Road, Wembley, Middx. Tel.: WEMBLEY 4422. (C4015)  
 CAMDEN MOTORS, the Limousine Specialists, see selection in used Car Bargains this issue. (C1035)  
 ALPE & SAUNDERS, Ltd., Austin 16 h.o. Hirecar. 1953, outstanding condition, one private owner only, mileage 21,000, £785. SEE ALSO UNDER LIMOUSINES COLUMN, LARGE SELECTION.  
 A. & S. Ltd. (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. (C1006)  
 HEARSES, Hearses, Hearses.—We build bearers or corks on the 16 chassis. Brochures available.—Alpe and Saunders (Coachbuilders), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)  
 HIRECAR Limousine April 1952, low mileage, taxed privately, £745, another, June 1952 privately owned, heaters, excellent, small mileage £730.  
 JACK ALPE LIMOUSINES, 30 Oldbury Place, Marylebone High Street, W.1. Welbeck 1124. (C1103)

## AUSTIN A70

W. Harold Perry Ltd. 1105/1111 H'a Road Whetstone, N.20. Tel. Hillside 6621, offers:— 1952 Austin A70 Hereford saloon, green with brown leather upholstery, heater and seat covers, very well maintained, in immaculate condition. £450. Our hire purchase terms are now 5 per cent for 12 months. W. Harold Perry, Ltd., 1105/1111 High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)  
 1952 (October) Austin A70, fitted radio and heater. £450.  
 B. J. Hunter Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)  
 SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division offer:— 1952 Austin A70 one owner, heater, £385—355 High Road, Wembley, Middx. Tel.: WEMBLEY 4422. (C4015)  
 1952 A70 saloon, guaranteed £395, payments—Oldfield, 386 Kensington High Street, W.14. WE:5631. (C3029)  
 1952 Austin A70 saloon, under 11,000 miles, beautiful condition: £535 or terms.—Capital Motors, Hornsey, N.4. Mountview 3451. 3240  
 1952 Austin A70 saloon, grey, heater, excellent all round condition £395.—Hutton Cross Garage, Feltham 2176. (C2092)  
 A.Z. MOTORS offer 1953 Hereford. Beautiful condition. Heater, Bargain £475. Also 1951 Countryman £350. Palmerston Road, N.W.6. Mai 4723. (C1011)  
 1953 A70 Black Saloon, hide, heater, immaculate, one owner, £485. Ciyatt 37 West Furlong, Retford, Notts. Daytime Telephone Retford 256. 3170  
 1951 Austin A70 Hampshire saloon, sun roof. £345. Tulse Hill Motors Ltd., 26 Tulse Hill, Brixton, S.W.2. Tulse Hill 1106. (C4071)  
 1953, Austin A70 Hereford saloon de luxe, black £495.—L. F. Dove, Ltd., 111-115 Addiscombe Road, East Croydon. Tel. Addiscombe 3066-7-8-9. (C1076)  
 1953 Austin Hereford sun saloon, excellent condition throughout, one careful owner, any trial and examination welcomed. £459 terms arranged if desired—Redhill 3228. 3264  
 1954 Austin A70 Saloon, blue, blue leather interior, fitted heater and radio, sunroof, one owner, low mileage £520.—R. S. Currie & Co., Ltd., 105 Westbourne Grove W.2. Bayswater 0085. (C1095)

1953, Austin A70 saloon, Westminster green, brown leather, heater, sunroof, new Michelin X tyres. £425. Michael Christie Motors, Bicester Road, Aylesbury. Tel 4727. (C1094)  
 £525/11 1952/3 Austin A70 convertible, large 6 seater, rare model, specimen condition.  
 Lambs of Wood Green (Established 197), 100 guaranteed cars. Exchanges, hire purchase.—421/423 High Road, Finchley, Finchley 6222. (C2052)  
 Hearses, Hearses, Hearses. We can supply deck hearers on the A70 chassis. Brochures available. Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)  
 1953 Saloon, black with brown leather fitted radio, heater and other extras. A one owner car in excellent condition. £475.—K. J. Motors Ltd., Bromley Rav. 3456. 3288  
 1952 Austin Hereford export model. Green brown radio/heater, 40,000 miles excellent condition. One owner, going abroad. £425 o.n.o. Apply Ganton Estate Office, Scarborough, Sherrburn 253. 3003  
 £545/11 1952 A70 coupe, superbly finished in maroon with new maroon vinyl hood. A very rare one-owner specimen. G. S. Hall, Ltd., 302 King Street, Hammersmith, W.6. Riverside 2881. (C2100)  
 365 gns. Austin A70 November 1950 Hampshire saloon sliding head, leather, radio, heater, one owner, excellent condition. Terms Exchanges, List Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)  
 1952 Austin A70 Hereford saloon, radio and heater, one owner, 18,000 miles only. A very beautiful car. 3 months' guarantee. £465.  
 C. & W. Motors Ltd., Queens Head Garage, East End Road, N.3. Finchley 6236 (3 lines). (C1061)

## AUSTIN A90

RUSSELL MOTORS offer:— 1949 (November) A90, power operated convertible red. £365.  
 Russell Motors (Knightsbridge) Ltd., 47 Sloane St. S.W.1. Sloane 9288. (C3060)  
 H. A. SAUNDERS, Ltd. offer: 1955 Austin A90 Westminster Deluxe Saloon, black: red upholstery, recorded mileage 8,965. £765.  
 1955 A90 Westminster Deluxe Saloon, blue; blue and beige upholstery, recorded mileage 6,510. £765.  
 1955 A90 Westminster Deluxe Saloon, beige; beige and green upholstery, recorded mileage 2,250. £785.  
 H. A. Saunders Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092)  
 AUSTIN A90 Atlantic hard top, director's car, under 11,000 miles, carefully maintained by main agents what offers.—Box 0164. 3214  
 A.Z. MOTORS offer 1952 Atlantic Hardtop, 1-owner. Gift £455.—Palmerston Road, N.W.6. Tel: Mai 4723. (C1011)  
 1952 Austin A90 saloon, excellent condition throughout, £435.  
 Scott Cars, 341-347, Finchley Road, London, N.W.3. Tel. Hampstead 7779/8766. (C4016)  
 1956 Austin A90 Westminster de-luxe, heater, leather 1,000 miles only £885.—A. Owen (Hendon) Ltd., The Hyde, Hendon N.W.9. Tel. Colindale 3185. (3095)  
 £455/11 1951 Austin A90 convertible, beautiful and spotless condition, not an old rusty one, possibly the finest you can see. Choice also three others. LAMBS of Wood Green (Established 197) 100 guaranteed cars. Exchanges, hire purchase. 421-423 High Road, Finchley, Finchley 6222. (C2052)  
 1955 A90 Westminster, 8,000 miles, £695.—New Cross Car Mart, Tideway 2908. (C3022)

## AUSTIN 18

AUSTIN 18, 7-seater Gordon Saloon, one owner, chauffeur driven and maintained. Letter only, Wilson, Horsley Gate, Holmesfield, Sheffield. 3156  
 AUSTIN 18's, 7-seater, super condition, low mileage; £350 and £325.—Smith's, of Bournville, Birmingham 30. 3200  
 £295, Austin 18, Windsor seven seater saloon. Exchanges etc.—Autowork Ltd., Southgate Street, Winchester. Tel 4963. (C1010)

## AUSTIN A125-A135

BIRKETT MOTORS offer of three, perfect cars from 1950/1 Sheerlines, choice of three, perfect cars from 1950/1. Written guarantee. Terms, exchanges. Birkett (Finchley) Ltd., 397-401 High Road, East Finchley, N.2. Finchley 0052-3-4. (C4065)  
 ROBINS OF PUTNEY 1951 March Sheerline saloon metallic grey, grey hide interior, radio heater, sliding roof, fog lamp etc. One private owner, exceptionally nice condition. £495.—Robbins, East Putney, Tel. 7881.  
 WESSEX MOTORS, Bridge Street Andover. 1949 Austin Sheerline Saloon. Black with Beige leather. A one owner car in excellent condition. Telephone Mr. Harnett, Andover 2326. (C4087)  
 CAR MART Ltd., Sole London Austin Distributors. 1952 Austin A135 Princess S.W.B. Saloon, sliding head, radio, heater. finished in black with brown upholstery. £395.  
 Car Mart Ltd., 320 Euston Road, N.W.1. Euston 1212. (C1039)

LIMOUSINE 1951/LWB, privately owned, seven passenger, many extras, excellent throughout, black £985. Jack Alpe Limousines, 30 Oldbury Place, Marylebone High Street, W.1. Welbeck 1124. (C1103)

1950 Austin Princess saloon, black, fitted radio and heater, excellent condition throughout, £640.—R. S. Currie & Co., Ltd., 105 Westbourne Grove, W.2. water 0085. (C1095)  
 Hearses, Hearses, Hearses.—We build bearers and deck on the Princess. Brochure available.  
 Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)  
 Two only new Austin Princess, l.w.b. Limousines finished in midnight blue. One with leather throughout and one with cloth to the rear. Fitted every useful extra showing savings of some £400 against current List Price.  
 J. Davy Ltd., 180/4, Kensington High Street, W.8. WES 7181. (C1069)

SHEERLINE 1951, Radio, heater, electric jacks, black with grey leather, paintwork unmarked, £35 seat covers, good tyres, taxed in superb condition throughout £490. Terms and exchanges—Oscar Moore, 240 Ballards Lane, Finchley, N.3. Finchley 7050. 3249

NOV. 1952 Austin Princess Touring Limousine. Electric division. All extras. Almost as new. Taxed to end of year £795. Grosvenor Motors 111-115 Ribleton Lane, Preston. Phone 56974. 3179  
 395 gns. Austin Sheerline 1950 de luxe saloon, sliding head, leather, radio, heater, hydraulic packing, carefully used. Terms, Exchanges, List. Open 9-7 Weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)  
 1950 Austin Sheerline saloon, radio, heater, in perfect condition £495. A. Owen (Hendon) Ltd. The Hyde, Hendon, N.W.9. Phone: Colindale 3185. (C3095)  
 £495 Austin Sheerline Saloon, black with beige interior, fitted radio and heater, superb condition throughout.—Weybridge Automobiles Ltd., Queens Road, Weybridge 233. 3246  
 1950 Sheerline, one owner 21,000 miles, very good condition. £445. Taylor & Crawley, Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Tel: Sloane 5213. (C4036)

## AUSTIN A125/A135

CAMDEN MOTORS, the Limousine Specialists see selection this issue in Used Car Bargains. (C1035)  
 AUSTIN Princess 1950 black/beige, hide, excellent condition £595, guarantee terms, exchanges. Swanmore Garage Ltd., 1176-1180 Churchchurch Road, Boscombe and Bournemouth. Tel. 43344 Southbourne. (C4024)

1950 Austin A135 Princess saloon, black one owner. £635.  
 1954 model Austin A135 Princess touring limousine, electric division, black, 24,000 miles.—L. F. Dove Ltd., 111-115 Addiscombe Road, East Croydon. Tel. Addiscombe 3066-7-8-9. (C1076)  
 1950 (October) Austin Princess saloon by Vanden Plas, black with fawn hide, heater, radio, fog lamps, etc. Chauffeur driven and maintained. One owner since new. In superb condition. £625.—Robbins, Fast Putney, Tel. 7881. (C3010)  
 ALPE & SAUNDERS Ltd., Austin 1953 Sheerline Saloon, black low mileage, faultless condition throughout. £715. See also under Limousines Column, Large Selection.

A. & S. Ltd., (Limousines Purchase) Providence Court, North Audley Street, Mayfair 2941. (C1006)  
 1953 Austin Princess saloon, sliding head, radio, heater, light metallic blue, blue/grey 2-tone upholstery, 20,600 miles chauffeur driven and maintained from new, impeccable condition throughout. £975.  
 R. & F. Gradwell Ltd., Reliance Garage, Waterloo Road, Blackpool 42028/9. 3143

## AUSTIN MISCELLANEOUS

CAR MART Ltd., Sole London Austin Distributors. 1953 Austin A40 Somerset Coupe, heater, £495.  
 1955 Austin Healey "100" 2-seater Sports, with Le Mans Conversion, heater, £775.

CAR MART, Ltd., 297 Euston Road, N.W.1. Euston 1212. (C1039)

## AUSTIN HEALEY

METCALFE & MUNDY Ltd., 1955 Austin Healey, 1025 miles, red, literally as new. Metcalfe & Mundy Ltd., 280 Old Brompton Road, S.W.5. Freemantle 5471. (C3064)  
 DUNCAN HAMILTON & Co., offer:— 1953 Austin Healey, blue with blue interior, M.Engins. Alfa brake drums, Le Mans suspension, special exhaust, hard top, spotlights, works maintained. £695.  
 Duncan Hamilton & Co., 33 High Road, Byfleet, Surrey. Byfleet 3101 by day and night. (C1099)

GUY SALMON AUTOMOBILES, Ltd., offer:— 1955 Austin Healey 100, 3,000 miles £865.—Portsmouth Road, Thames Ditton, Emsaybrook 5551-2-3. (C4001)

SLOCUMBS Ltd.—see under Sports Cars. (C4017)  
 1954 Austin-Healey 10,000 miles, spare unused, hard top, heater, radio, spot lamp; £735.—Ruthers, Romford 2552. 3217  
 1953 Austin Healey, 11,200 miles, overdrive, heater, spare unused, immaculate and faultless. £675. Terms, exchanges. Richards & Carr Ltd., 35 Kinnerton Street S.W.1. Belgrave 3711. (C3045)

AUSTIN HEALEY, 1955 (June) Red, black leather roof, Overdrive, heater and overall tonneau cover, 8,000 miles private motoring only. As new. Elliotts, Kingsley Road, Bideford (Phone 744). 3144.  
 795 gns. Austin Healey 1955 super-sports 2-seater. Ivory, red leather, overdrive, radio, heater, 5,700 miles, spare unused. Terms Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)  
 1955 Austin Healey Special, 4,000 miles, fitted new 2 1/2 litre Le Mans competition type engine and gearbox. Alfins, Michelin X, competition shockers and all special equipment. Fibreglass hardtop, colour blue, cost over £2,000. For sale at £1050—A.F.N. Ltd., London Road, Isleworth. Hounslow 0011. (C2015)

## BENTLEY

JACK BARCLAY Ltd. Exclusively for Rolls-Royce and Bentley. Largest official retailers in the world; please write for stock list.

Jack Barclay Ltd., Berkeley Sq., 7444 (open until 7 p.m.)  
 1935 Bentley 3 1/2-litre, French Razor-edge body, beautiful condition, radio, heater, £575. A. Owen (Hendon) Ltd., The Hyde Hendon, N.W.9. Tel Colindale 3185. (C3095)  
 £1,500. 1948 (Late) Bentley 4 1/2-litre Mk. VI Standard Steel Saloon, coach-finished black with grey leather upholstery; fitted H.M.V. radio, heater and many extras. Complete Bentley overhaul with full history, in brand-new condition throughout and full guaranteed. Motorists (London) Ltd., Great North Road, East Finchley, N.2. Tudor 2301-2. (C3018)  
 THE very famous type 46 supercharged Bugatti short coupled saloon. Sliding head. Large rear trunk. Polished aluminium wheels. Marchal headlights and centre spotlight. Polished wood steering wheel. Full tool kit. Very comprehensive dash with a host of extras. Everything in full working order. 2 colour Bugatti blue. Complete mechanical overhaul utterly regardless of cost. Lavishly equipped throughout. Twin Sports coils. Two spares and all new tyres. A most tractable town car. 10 m.p.h. in top gear with a maximum of 115 m.p.h. This car offers unsurpassable value at £495.  
 Metcalfe & Mundy Ltd., 280 Old Brompton Road, S.W.5. Freemantle 5471. (C3064)  
 1955 Chrysler Plymouth Belvedere saloon, r.h.d. automatic transmission, radio and heater, 3,000 miles only, absolutely as new, £1,950.  
 1945 Chrysler Windsor de luxe saloon, r.h.d. radio and heater, finished in black with brown leather interior. £495.—Autosales (London) Ltd., Belsize Road, N.W.6. Maida Vale 5555/2155. (3080)

## USED CARS FOR SALE

## BENTLEY

WM  
WELBECK MOTORS for Bentley—  
1951 Bentley saloon, metallic grey, with red leather, mileage 45,000, superb condition. £1795.—  
1936 Bentley 3½ litre Park Ward saloon, 2 owners since new; mileage 36,000; at 73,000 miles the car had £1,250 spent on it and is now almost like new. 5650—  
Welbeck Motors Ltd., 107 Crawford St., London, W.1. near Baker St. Station. Welbeck 1139. C4049  
HIGHAMS PARK GARAGES LTD., Beverley Road, Highams Park, London, E.4. Larkwood 7208. Sundays 2031.

H.P.G.  
1955 (Dec.) Bentley 3½ litre sports saloon by Hooper. One owner, author, 88,000 miles, history and overhaul, original throughout. £465. Terms, exchange, below.

1930 Bentley 4½ litre. Mechanically overhauled and excellent, new touring body, much history. £300 or fair offer. Terms, exchange. (C1086)

KNIGHTSBRIDGE offer:—  
1939 Bentley 4½ litre, overdrive, Vanden Plas fourseam drophead coupe, superb history and condition.

1952 Bentley 4½ litre Mark VI Park Ward, power operated fourseam drophead coupe, one titled owner, small mileage, beautiful condition.

1 Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4066. (C2036)

CAR MART LTD.

1953 Bentley 4½ litre 'R' type Sports Saloon, sliding head, radio, heater, Passed Manufacturer. Finished in grey with grey upholstery. £3250.

1953 Bentley 4½ litre 'R' type Sports Saloon, sliding head, radio, heater, Passed Manufacturer. Finished in black with brown upholstery. £3150.

1951 Bentley 4½ litre Standard steel Saloon, sliding head, radio, heater, finished in black with brown upholstery. £1895.

Car Mart Ltd., Gloucester House, 150 Park Lane, W.1. (Corner Piccadilly), Grosvenor 3434. (C1039)

VARE MOTORS offer:—  
1954 Model Bentley standard steel sports saloon 10,000 miles only. Auto gear, as new, many extras. Bentley record, £3,500—Mountview 5306. (C4074)

ROBBINS OF PUTNEY:  
1952 4½ sports saloon, special two tone colour, mid-night blue and steel grey, with grey hide interior, radio, heater, etc., 28,000 miles, one owner since new, superb condition. £2,395—Robbins, East Putney, tel. 7881. (C3010)

RUSSELL MOTORS offer:—  
1939 Overdrive Bentley drophead coupe by H. J. Mulliner, fully disappearing hood, radio, heater, etc.  
1939 Overdrive Bentley semi-racer drophead saloon by Thrupp and Maberley.

£1,500. 1948 (Late) Bentley 4½ litre Mk. VI Standard Steel Saloon, coach-finished black with grey leather upholstery; fitted H.M.V. radio, heater and many extras. Complete Bentley overhaul with full history, in brand-new condition throughout and fully guaranteed. Motorists (London) Ltd., Great North Road, East Finchley Station, N.2. Tudor 301-2. (C3018)

1935 Bentley 3½ litre, French Razor-edge body, beautiful condition, radio, heater, £375. A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

£475!! 3½ litre Rolls Bentley James Young coupe, ivory with new red hood, recent £100 engine overhaul. A very beautiful specimen throughout.—Broadway Motors, Hanworth Road, Hounslow, Middx. HOU 0175/9309.

1937 Bentley 4½ litre Park Ward saloon, finished in black, grey hide, fitted heater, radio, loose seat covers, paintwork, chrome and interior in very good order. £200 recently spent on the engine and whole car is in post war condition. £495.

R. and F. Gradwell Ltd., Reliance Garage, Waterloo Road, Blackpool 42028/9. 3142

1953 June Mark VI Bentley 'R' type, big bore, large boot, finished in du-tone black and grey with grey upholstery, one owner, 27,000 miles, fitted heater, radio, screen washers, sliding roof, rimebellishers, 5 nearly new tyres. Serviced by manufacturers. Bentley guarantee transferable. £2950.—H. F. Edwards Ltd. 28-34 Upper High Street, Epsom, Surrey. Epsom 5611 (C2001)

1949 Bentley Mark VI S.S. Saloon, well maintained. 65,000 miles, colour black. £1295.—Clayton's Cars (London) Ltd., 17 Bruton Place, London, W.1. Hyde Park 9184. 1050

365 gns. Bentley 1936 3½ litre Rippon sports saloon. Cotswold beige, chrome waistline, sliding head, red leather, exceptional. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4015)

£1,295!!! 1948/9 Bentley Mark VI de luxe saloon, undoubtedly specimen condition, history available, spotless bodywork, interior unmarked, you cannot see or drive a better one.

£565!!! 1937 Bentley 4½ Park Ward sports saloon, immaculate, specimen condition, recently overhauled. Lams of Wood Green (Established 1897) 100 guaranteed cars, exchanges, hire purchase. 421-423 High Road, Finchley. Finchley 6222. (C2040)

£200. 3½ litre Vanden Plas drophead, 1934, £100 deposit.—Searle, Ltd., 25 Church Street, Hampton, Middlesex 2142/3. (C4069)

1949 July Bentley Mk. VI Standard Steel Saloon, immaculate, 37,000 miles, radio, tyres as new, £1800.—Salmons Garages Ltd., Temple Bar 333. (C4029)

1937 Model Bentley 4½ litre Park Ward Saloon, radio, heater, 4495.—L. F. Dove Ltd., 111-115 Addiscombe Rd., East Croydon Tel. Addiscombe 3066-7-8-9.

## BENTLEY

H. R. OWEN Ltd.  
From our large and comprehensive stock we have chosen the following cars as examples:  
1954 'R' type Standard Saloon fitted with automatic gearbox. Finished in velvet green with fawn hide upholstery. First registered March. The condition of this car is as new.

1951 Sports Saloon by H. J. Mulliner, finished in black with blue hide upholstery, 54,820 miles. Extensively overhauled throughout at a cost of £1,000 and fitted with many extras. First registered March. Immaculate car.  
1949 2-door Saloon by Freestone and Webb, finished in grey with grey hide upholstery. Extensively overhauled throughout. Two owners. As new throughout. We are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. Owen Ltd., 17 Berkeley St., London, W.1. Mayfair 9069. (C3032)

H. C. PAUL LTD.:  
1952 (Sept.) Bentley, 'R' type, standard steel saloon, black, 24,000 miles. £2750.

1952 Bentley, standard steel saloon, big bore, midnight blue, 45,000 miles, full history. £2250.

1949 (Oct.) Bentley, H. J. Mulliner 4-door Saloon, black, brown interior, £1695.

32 Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040)

TOM GARNER LTD. offer:  
1951 Bentley 4½ litre Mk. VI Standard Steel Sal. grey/black, nominal mileage. £1950.

Tom Garner Ltd., 10-12 Peter St., Manchester 2. Blackfriars 9265-6-7. (C3020)

TAYLOR & CRAWLEY offer:  
1953 Bentley 'R' type Saloon 20,000 miles. in most immaculate condition. £2950.

1948 Bentley Mk. VI Saloon, reconditioned engine with full flow filter fitted, excellent condition. £1195.

1938 Bentley Park Ward Saloon recent and considerable bills, coachwork in beautiful condition. £685—Hyde Park Corner, 33 Grosvenor Crescent Mews S.W.1. Tel. Sloane 5213. (C4034)

MASCOT MOTORS LTD. offer:  
1951 Bentley saloons—choice of three. From £395.—237-243 Kensal Road, Laubrock Grove, W.10. LAD-1231/2. (C300)

GUY SALMON AUTOMOBILES LTD. offer:  
1950 Bentley Mark VI Standard Steel Saloon, 45,000 miles only, paintwork and interior quite unmarked. condition comparable to a 1955 model. £1750.—Portsmouth Road, Thames Ditton, Esherbrook 5551-2-3. (C4001)

DUNCAN HAMILTON & CO. offer:  
JAMES Young 2-door sports saloon, semi-racer edged body, enclosed rear wheels, finished in light green interior beige hide, radio, heater, etc., new engine fitted, very beautiful and attractive car. £1495.

Duncan Hamilton and Co., 33 High Road, Byfleet, Surrey, Byfleet 3101 by day and night. (C1091)

MANN EGERTON & CO. LTD.:  
1954 Bentley 'R' type automatic gear, Tudor grey, 16,000 miles.

1953 Bentley 'R' type automatic gear, silver grey and black, 10,000 miles.

1953 Bentley 'R' type synchro-mesh gear; Tudor grey, 20,000 miles.

1949 Bentley Drop Head Coupe by Park Ward, Grey, 63,000 miles.

Mann, Egerton and Co. Ltd., 14 Berkeley Street, W.1. Hyde Park 2073. (C2006)

WESLEY MOTORS, New Street, Salisbury.  
1947 Dec. Bentley 4½ Saloon with a beautiful coach-built body by Vanden Plas. Tudor grey with grey upholstery. Radio and heater. Four months guarantee. Telephone Mr. Moules, Salisbury 3275. (C4087)

JACK OLDING & CO. (Motors) Ltd., official Bentley/Rolls Royce retailers, offer:  
1954 Bentley 4½ litre H. J. Mulliner Continental saloon, black, brown hide, synchromesh, one owner, £5,650.

1954 Bentley 4½ litre standard saloon, black, brown hide, automatic, one owner, £3550.

1954 Bentley 4½ litre standard saloon, duo grey, grey hide, automatic, one owner, another Tudor grey, £3750.

1953 Bentley 4½ litre standard saloon, special grey, red hide, another black, £3150.

1952 Bentley 4½ litre, H. J. Mulliner, light weight saloon, black, tan hide, one owner. £3250.

'Audley House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.) (C3030)

CHARLES FOLLETT LTD., Officially Appointed Rolls Royce and Bentley Retailers and Repairers offer:  
1954 (Oct.) Bentley 'R' type automatic gearbox, metallic grey, 1 owner, genuine 19,000 miles. Exhibition condition.

1952 Bentley Mk. VI sal. with bench front seat incorporating a disappearing division, dark green, grey leather, ideal dual purpose car either chauffeur or owner driver. £2595.

1951 (Dec.) Bentley big bore sal., black, blue leather. 1 owner. 41,000 miles. Exceptional condition and excellent history. £2450.

Showrooms: 18 Berkeley Street, W.1. Mayfair 6266. Service: Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

1939 Overdrive Bentley saloon by Park Ward.

1937 4½ Bentley semi-racer edged saloon by Thrupp and Maberley, radio, heater, etc.

Russell Motors (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C3060)

## BENTLEY

P.B. Ltd. offer:  
1936 4½ Bentley Special Sports Saloon by Hooper, in beautiful condition.

Paddon Bros., 60 Chival Place, South Kensington, S.W.7. KEN 9477/7478. (C3033)

JACQUIER Ltd. offer:  
1934 3½ litre Barker Cabriolet, £495.

1935 3½ litre, Vanden Plas 4-door saloon, attractive. £425.

1937 Series H.K. 4½ litre Park Ward 4-door Saloon, radio, heater, £625.

1947 Mark VI Standard Steel Saloon, black, £1350. Good selection available.—Jacquier Ltd., 225/7 Hammersmith Road, London, W.6. Riverside 6677/8. (C2048)

ACLAND & TABOR Ltd., Weylyn By-pass, Herts. Weylyn 481/2/3, offer:  
1947 Bentley Mark VI Saloon, dark blue, blue leather, radio, heater, history available, immaculate condition. £1425. Maximum H.P. (C1001)

REG. TIMMS (MOTORS) LTD. Tel. 3954/5:  
1937 Bentley 4½ sports sal.—excellent condition throughout, £395.

Hire Purchases, Part Exchanges. 3299  
1937 Bentley, recent overhaul, £650.—91-5 Fulham Road, South Kensington, S.W.3. KEN 4858. (C4014)

BENTLEY Mk. VI 1951 full razor-edge saloon by H. J. Mulliner. Absolutely wonderful condition throughout. £2,750.

1939 Bentley 4½ overdrive superb condition £895, also 1939 Bentley 4½ overdrive d.h. coupe, also 1936 Bentley 4½ saloon. £585. Guarantees, terms, exchanges.—Swanmore Garage Ltd., 1176-1180 Churchchurch Road, Boscombe, nr. Bournemouth (Telephone 43344 and 43345 Southbourne).

1948 Bentley Park Ward steel saloon, black/brown, radio, heater, £1335.—Odon Motors Ltd., BAR 1144. (C3028)

1947 Bentley Mk. VI Standard Steel Sal. Green/grey, 73,670 miles, modifications recently carried out by Works. Very good value, £1285.

Alwoodley Motors Ltd., Harrogate Road, Leeds, 17, Tel. 68-4391 (3 lines).

1951 Standard Steel Saloon, black, brown leather, guaranteed mileage 15,000, one owner, spare unused, indistinguishable from new, taxed year, £2250.

1953 R Type Standard Steel Saloon, grey, blue leather, mileage 20,000, chauffeur driven, one owner, taxed year, immaculate throughout, £1310.—R. S. Mead (Sales) Ltd., 42 Queen Street, Maidenhead, Tel. Maidenhead 5431/2. (C3011)

£435. 3½ litre Bentley Arthur Mulliner Saloon, excellent chassis, body requires respray.—La Grice Eilers, 107 Old Brompton Road, S.W.7. Kenington 2477. (C2055)

## BORGWARD

METCALFE & MUNDY Ltd., the Borgward Importers and Concessionaires.

Offer the only Borgward Isabella 1½ litre of its type in the world; this is the piece de resistance of, and is the actual show model exhibited by Borgwardwerke at the recent Frankfurt Motor Show; fitted with a most elegant short-coupled head coupe de ville made by Messrs. Deutz of Cologne can seat 3 adults in front and 2 teenagers in the back; colour black with red specially made leatherette upholstery; hand-tailored individual loose covers in black leatherette and dove grey Fransch velvet, most beautifully fashioned; twin overriders with built-in pass and fog lights; twin rear overriders with built-in reversing lights; 80m. Becker multi-toned movable selector radio with electric aerial; unusual streamlined wing mirror, whole car Underseal throughout; very light wheel discs; Pirelli tyres; electric auxiliary foot pump operated from the battery; automatically returning blinking indicators, heater and cold air conditioning; automatically returning windshield wipers; Hella twin tone musical horns, with automatic action and relay; two leading shoe brakes fully compensated, clear lighter, hand inspection light, comprehensive tool kit, 68 m.p.h. and 35 m.p.g.; headlamps victor; compass; total mileage 850 miles; this car is the personal property of our Managing Director, who is only regretfully disposing of it for purely personal reasons; full guarantee applies; it is impossible to describe fully this beautiful vehicle, and it must be seen to be believed; literally as brand new car—best offer. Terms and exchanges.

Metcalfe & Mundy Ltd., 280 Old Brompton Road, S.W.5. Prunette 5471. (C3064)

1956 Isabella, works mileage, 995.—Tolworth Motors Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. (C4081)

1956 Borgward Stationwagon, a few hundred miles only, offered at attractive reduction on list.—Taylor & Crawley, 42a South Audley Street, GRO 6881. (C4036)

1955 Borgward Saloon with radio, seat covers, 6000 miles, £885.—Taylor & Crawley, Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. (C4061)

## BRISTOL

TOLWORTH MOTORS LTD.  
1954 (June) 404, low mileage, radio, Michelin X, heater, one owner, most immaculate, £2195.

1954 403, 14,000 miles, heater, Michelin X, one owner, superb condition, £1795.—Kingston By-pass, Tolworth, Elmbridge 2254. (C4081)

GUY SALMON AUTOMOBILES LTD. offer:  
1953 Bristol 401 Saloon, Radio, carefully maintained for 39,000 miles, £1350.—Portsmouth Road, Thames Ditton, Esherbrook 5551-2-3. (C4001)

UNIVERSITY MOTORS LTD., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. (C0618/R)



## USED CARS FOR SALE

## BRISTOL

1949 Series Bristol Type 400 saloon, black, radio, heater, £845.—Odeon Motors Ltd., BAR 1144. (C3028)  
 1954 Bristol 403 saloon, 15000 miles only, leather, grey, radio, heater, fuelless. £1795.—Phillips Foster, 106 High Street, Uxbridge, Tel. Uxbridge 4202. 3261  
**BRISTOL** Saloon 403 model late 1953, small mileage. Black, perfect condition, good tyres. Heater, wireless. Bargain, £1,650.—Tel. Sheffield 70243, 14 Ashfurlong Road, Dore, Sheffield. 3131  
 1950 Bristol 401 2-door saloon, leather, grey, in excellent condition. £950.—Eustace Watkins Ltd., 12 Berkeley St., W.1. Mayfair 1951; or 12 Chelsea Manor St., S.W.3. Flaxman 8181.  
 1950 Bristol 402 drophead coupe with separate detachable hard top. Finished in metallic blue, beige upholstery, heater, radio, engine just overhauled, 23,000 miles only, one royal owner. £895.—Michael Christie Motors, Biester Road, Aylesbury, Tel. 4727. (C1094)  
 1951 Bristol 401. Reg. March 1951. One titled owner, in faultless condition, spotless coachwork in Racing Green. Any trial or inspection, new BRM 15H tyres, taxed. Terms, exchanges.—Ross Motors Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558/9, 3146 CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1, West County distributors of the Bristol range invite your enquiry, demonstrations promptly arranged, confidential out-of-income facilities and part exchanges, constantly changing range of used models available for your selection.—Tel. Bristol 25280. (00474/R)

1949 Model Bristol Type 400 saloon, black, radio, heater. £845.—Odeon Motors Ltd., Barnet 1144.

## BUGATTI

GENUINE vintage Bugatti saloon, 33 h.p. in exceptional condition; recently rebuilt, £280.—J. Lemen surton, Edgware Road, N.W.2. Gladstone 7677. (0870/R)  
 THE very famous type 46 supercharged Bugatti sports coupled saloon. Sliding head. Large rear trunk. Polished aluminium wheels. Marchal headlights and centre spotlight. Polished wood steering wheel. Full tool kit. Very comprehensive dash with a host of extras. Everything in full working order. 2 colour Bugatti blue. Complete mechanical overhaul utterly regardless of cost. Lavishly equipped throughout. Twin sports seats. Two spares and all new tyres. A most tractable town car. 10 m.p.h. in top gear with a maximum of 115 m.p.h. This car offers unrepeatable value at £495.  
 Metcalfe & Mundy Ltd., 280 Old Brompton Road, S.W.5. Fremantle 5471. C3064

## BUICK

METCALFE & MUNDY LTD.  
 Buick saloon, registered February 1954, 30,000 miles. All extras, 31 h.p. Dynaflow. Blue. £595.  
 1950 Buick Dynaflow, Super de luxe, £585.  
 Metcalfe and Mundy Ltd., 280 Old Brompton Road, S.W.5. Fremantle 5471. (C3064)  
 1955 Buick special, radio, 8,000 miles, £2,200.—91-5 Fulham Road, South Kensington, S.W.3. Ken 4858 (C4028)  
 1954 Buick Special dynaflow, radio, heater, 16,000 miles, absolutely immaculate, £1,695.—Taylor & Crawley, 33 Grosvenor Crescent Mews, Hyde Park Corner, Tel. SLO 5213. (C4030)  
 1951 Buick Special Buick, 30 h.p. de luxe saloon, right hand drive, specimen condition, bargain price.—Lamb of Wood Green (Established 1897), 100 guaranteed cars, exchanges; hire purchase.—421-423 High Road, Finchley, Finchley 6222. (C2052)

## CADILLAC

1951 Cadillac Fleetwood 60 Special, 42,000 miles, two-tone colour grey, £1,650.—91-5 Fulham Road, South Kensington, S.W.3. Ken 4858. (C4028)  
 CADILLAC Hydromatic drive, black saloon, reg. interred 1951, all extras, works maintained, £850.—George Yard, Grosvenor Square, W.1. Mayfair 0131. (C3078)

## CHEVROLET

1954 Chevrolet 'Bel Air' Powerglide, radio, heater, immaculate.  
 1952 Chevrolet, radio, heater, outstanding value, £585. Scott Cars, 341-347 Finchley Road, London, N.W.3. Tel. Hampstead 7779/8676. (C4016)  
 1949 Chevrolet 1950 2-door Coupe de luxe. Full 6-seater with a very attractive body style, in beautiful condition throughout. Fitted heater, seat covers, new tyres, etc. See below.  
 CHEVROLET 1950 4-door de luxe, fitted £150 extras, including sunroof. This car is comparable to new. 295s. Terms, exchanges.

D. F. Wyatt Ltd., 31/33 Fortune Green Road, West Hamstead, N.W.6. Hampstead 8988. (C4084)  
 1953 Chevrolet, radio, heater, 10,000 miles, £1,000.—91-5 Fulham Road, South Kensington, S.W.3. KF 4858. (C4028)

## CHRYSLER

1938 Royal with overdrive, black with cloth, clean bodywork and mechanically sound. A very cheap car at £125. Terms and exchanges.—Oscar Moore, 240 Ballards Lane, Finchley, N.3. Finchley 7050. 3250

1956 Chrysler New Yorker 2-door St. Revis hardtop coupe. Actual Earl's Court Show car, 2,000 miles. Finished red, ivory and black with whitewall tyres V8 O.H.V. engine holding American record. Push-button automatic transmission, power-brakes, power steering, self-seeking radio with twin speakers. Electric windows and seats, heaters and air conditioning upholstered in white and grey leather with matching fascia. Only one of this fantastically beautiful car available in England.—4 Raginton Road Coventry Tel. 68349. 3298

## CHRYSLER

1955 Chrysler Plymouth Belvedere Saloon, r.h.d. automatic transmission, radio and heater, 3,000 miles only, absolutely as new, £1,950.  
 1945 Chrysler Windsor de luxe saloon, r.h.d. radio and heater, finished in black with brown leather interior. £495.—Autosales (London), Ltd., Belsize Road, N.W.6. Maida Vale 5555/2155. (3080)

## CITROEN

H.P.G.  
 1954 (25th Nov. 1953) Light 15. Authentic: 10,000 miles, one owner just died, black, red leather, just like new. All original invoices, 665. Terms, exchanges. Highams Park Garages Ltd., Beverley Road, Highams Park, E.4. Larkwood 7208. Sundav 2031. (C1086)  
 1955 Citroen Light 15 h.p., grey/red interior, 12,000 miles, quite as new. £795.  
 1950 (Nov.) Citroen Big Six, perfect, £375.  
 Scott Cars, 341-347 Finchley Road, London, N.W.3. Tel. Hampstead 7779/8676. (C4016)  
 1950 Citroen Big 6, one owner, reasonable low mileage and in exceptional order in every way. £385.—Godfrey Houghton Ltd., Chester. Tel. 24818. 3234  
 1949 Citroen Light 15. New gearbox. Body and engine require attention. £150 o.n.o.—PAD 8798. 3258  
 1952 Citroen Light 15, black, heater, good condition. £425 o.n.o. No dealers.—Ring Wembley 7781. 2083  
 1951 Citroen Light 15 saloon, £110 deposit.—Searle Ltd., 25 Church Street, Hampton, Molesey 2142/3. (C4069)  
 ROWES ROAD GARAGE, Citroen Distributors, 1952 6-cylinder saloon, 2 owners, £450.—Bones Road (North Circular Road) N.11. Bones Park 2284/5/6. 3286  
 1948 Citroen Light 15, black, just overhauled. Maintained in excellent condition. Underseal, radio and other extras, £350.—Dodson, Woodgreen, Hants. Breamore 226. 3159  
 1949 Citroen Light 15, green, beige leather, perfect runner with excellent tyres, £330.  
 Douglas Car Sales, 806-822 Great Cambridge Road, Farnfield, Tel. Enfield 3150. (C1075)  
 1952 Citroen Big Six de luxe saloon, black, beige leather, radio, heater, etc. Recently overhauled, delightful example. Written guarantee 398 gns. Hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)  
 C. G. NORMAN & Co., Citroen sole distributors for the County of London; service, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50 Vauxhall Bridge Road, S.W.1. Vic 2211. (0756/R)  
 1952 Citroen light fifteen, black, heater. Good condition £400 o.n.o. No dealers.—Ring Wembley 7781. (2981)  
 L.H.D. Continental 15 saloon, 23,000 miles; £295, exchange for 2CV cash adjustment.—1 Leith Mansions, London, W.9. Cunningham 2883. (2220)

## CONNAUGHT

CONNAUGHT L.3, 1952, sports 2-seater, exceptional condition, £595.—Johnson and Brown, 268-270 High St., Bromley, Kent. Ravensbourne 8841-2. (C203)

## DAILMER

SLOCOMBES LTD.  
 1952 Daimler Consort, black, fine order, £655. Unique guarantee, terms, part exchanges cars or motor cycles.—38/52 Dudden Hill Lane, N.W.10. Willenden 4869. (C4017)

DENHAM's for Daimler.  
 ALWAYS a selection of good used cars available. See our advertisement under "Daimler New Cars."  
 Denham's Garage (ESHER) Ltd. Tel. 2021. Esher, Surrey. (C1100)

STRATSTONE LTD. Daimler Distributors.  
 DAIMLER 24-litre Century Saloon, April 1954, grey, red leather, 14,000 miles, £1700.  
 DAIMLER 24-litre Conquest Saloon, Nov. 1953, grey, red leather, £985.  
 DAIMLER 24-litre Consort Saloon, Nov. 1951, grey, blue leather, £795.  
 Stratstone Ltd., 40 Berkeley Street, W.1. (MAYfair 4404). (C4022)

£575!!! 1950/51 Daimler 24 litre Consort de luxe saloon, specimen and brand new condition. Choice 2. £495!!! 1949/50 Daimler 2 litre de luxe saloon, only 2 owners, this car virtually looks as though its only done 5,000 miles.

Lamb of Wood Green (Established 1897), 100 guaranteed cars, exchanges, hire purchase.—421-423 High Road, Finchley, Finchley 6222.

DAIMLER Barker 1951 Special Coupe, Black/beige, one owner, £925.

Swanmore Garage Ltd., 1176-1180 Christchurch Road, Boscombe and Bournemouth, (Tel. 43344 and 43345 Southbourne). (C4024)

1951 Daimler Consort de luxe saloon, Immaculate one owner condition throughout. Only offered through bereavement. £550. Truly an unrepeatable bargain. Terms, exchanges.—Corner Garage, Gorton Street, Blackpool, Tel. 26838. Night St. Annes 03280. (C2083)

£245 Daimler 24 litre saloon, 1939, good tyres, Ace rimbellishers, nice car in good order throughout.—Tittmus, Daimler Repair Specialists, 81 Clapham Road, S.W.9. Reliance 1647. 3295

£195 Daimler EL 24 7-seater limousine, black, good tyres, leather, clean condition and good order. Another at £235.—Tittmus, 81 Clapham Road, S.W.9. Reliance 1647. 3296

1951 Daimler 24 litre saloon. Black, red hide interior. Radio and heater. Taxed. Appearance of a new car, £1,000 under new price. One private owner. £695. Consider part exchange.—Woodside, Bulkington Ave., Worthing, 1839. (C4027)

A DAIMLER exchange? Ask Ralph Clews at the Coventry Motor Mart Ltd., official area dealers for part of Warwickshire.—Write or tel. Coventry 2146-7. 0444

## DAIMLER

GUY SALMON AUTOMOBILES LTD. offer:

1955 Daimler Conquest drophead four-seater coupe, H.M.V. Radiomobile, one owner, original spare unused, £1350.—Porthsmouth Road, Thames Ditton, Esherbury 5551-2-3. (C4001)

ACLAND & TABOR Ltd., Welwyn By-pass, Herts. Welwyn 4812/3, offer:

1948 Daimler 24 litre saloon, black, brown leather, excellent condition throughout. £375. Maximum H.P. (C1001)

BIRKETT (FINCHLEY) Ltd., 397/401 High Road, E. Finchley, N.2. Finchley 0052-3-4.

Birkett Motors offer:  
 1952 Daimler Consort grey/blue, a fine car fastidiously cared for, £599. Written guarantee. Terms, exchanges. (C4065)

CASS'S Motor Mart, 1939 Daimler 24 h.p. Windowover owner-driver saloon, black, unblemished. Genuine 22,000 miles, £495. Written guarantee.—5 Warren St., W.1. Euston 4110. (C1040)

1954 Daimler Conquest Saloon, radio, heater, low mileage, immaculate, £975.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

DAIMLER. Always a good selection available at Coventry and Jeffs Ltd., Daimler Specialists, Bristol 0667/R.

1952 Daimler 24 litre Barker Drophead Coupe, beige and black, heater and radio, one owner, very attractive. £925.—Jacquier Ltd., 225/7 Hammar Smith Road, London, W.6. Riverside 6677/8. (C2043)

245 gns. Daimler 1939 24 litre de luxe saloon, black, sliding head, brown leather, neselector, IFS, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## DELARAYE

1949 Show model type 135 M Pennock drophead coupe, immaculate condition throughout, excellent mechanically, Corti gearbox, £595. Terms, exchanges.—Richards and Carr Ltd., 35 Kinnerton Street, S.W.1. Belgravia 3711. (C3045)

## D.K.W.

D. & M. GARAGES Ltd., 42a St. Michaels Street, Paddington, PAD 6877. 0016/R

1955 D.K.W. 3-6 Sonderklasse green, 3,200 miles, £800.—Webber, 13 Sanderstead Court Ave., Sanderstead 5128. Surrey. (3001)

## DODGE

1954 Dodge Kin-sway, radio, 5,000 miles, £1,475.—91-5 Fulham Road, South Kensington S.W.3. Ken. 4858. (C4028)

1936/7 Dodge saloon, over-drive, radio, good tyres excellent order, £150.—X.L. Service Station, Kingston Vale, S.W.15. Tel. Kingston 8333. (C4085)

## FIAT

H. C. PAUL LTD.  
 1955 Fiat 600, grey, 4,500 miles, £485.—32 Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040)

CHIPSTEAD MOTORS LTD., offer:—  
 1955 (Nov.) type 600, unmarked, as new, blue, £525. CHIPSTEAD MOTORS LTD., 197 Fulham Road, Kensington, London, S.W.3. Flaxham 5552/7253/7154. ROSE & YOUNG, LTD., offer:—

1955 Fiat 600, 4,000 miles only, as new, £495.  
 Fiat 1100 TV Saloon, 9,000 miles only, fitted radio, heater, special finish, £795.—65-69, Sternhold Avenue, Streatham Hill S.W.2. (one minute Streatham Hill Station) Tulsa Hill 6464.

FIAT '690' saloon, Oxford blue, independent suspension all round, the world's most economical car, 45,000 miles only, £525.—Michael Christie Motors, Biester Road, Aylesbury, tel. 427. (C1095)

C. V. RUSHMER AUTOMOBILES, official Fiat Agents, 1956 11 TV Saloon, 2,000 miles, one owner, £65 worth of extras, £925, original cost £1,200. 1955 1100 Saloon, 600 miles, 725. 1851 C. Convertible, one owner, £285.—45 Holland Park Mews, W.11. Park 5731. 495 gns Fiat 600 1955 saloon, heater, p.w.ill, acreel washers, one owner, 8,003 miles, spare unused. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

S. & S. MOTORS, 1937 300 Cabriolet. Excellent condition, good tyres, £125.

S. & S. MOTORS, 1939 300 Cabriolet, carefully maintained, £185.

S. & S. MOTORS, 1939 4-seater Cabriolet, reconditioned engine, in above average condition. Choice of three with three months guarantee, £225.

S. & S. MOTORS, 1939 1100cc 4-seater pillarless saloon. Choice of three from £150.

S. & S. MOTORS, 1939 1500cc drophead coupe, reconditioned engine, new hood, beautiful car, £250.

S. & S. Motors, 18 Leinster Terrace, W.2. Paddington 6174. (C4090)

1956 Fiat 1100 saloon, 408 miles, heater screen sprays, as new, £795. Terms, exchanges. Richards & Carr, Ltd., 35 Kinnerton Street, S.W.1. Belgravia 3711. (C3045)

1939 Fiat 500 long chassis convertible tourmobile, excellent appearance and performance, good tyres, battery etc., £195. Terms. Trade Enquiries Welcomed.—Roya Automobiles Ltd., 127 Parkway, N.W.1. (nearest Tube, Camden Town Station) Euston 2700 and 8804. (C3064)

FIAT. New, unused 500-C Convertible. Grey. £515. International Garage Broughton Nr. Preston. 3167

1955 (Nov) Fiat 1100 Saloon 1956 series. One owner. 2,000 miles. Grey. Virtually an ew continental car at commonplace price. £775. J. Davy Ltd., 180/4 Kensington High Street, W.8. Wes 7181. (C1069)

1952 Fiat 1400. Two owners. 32,000 miles. Dark grey/cloth. Loose covers. Heater. £485. J. Davy Ltd., 180/4 Kensington High Street, W.8. Wes 7181. (C1069/1)



## USED CARS FOR SALE

## FIAT

MAYFAIR GARAGES LTD. for your new Fiat "600" saloon. Immediate delivery from stock. Below.  
**MAYFAIR GARAGES LTD.** Fiat September 1955. "600" saloon, grey, as brand new, guaranteed. £545. Below.  
**MAYFAIR GARAGES LTD.** Fiat 1953. "500C". Belvedere station-wagon, L.H.D. bronze, immaculate condition guaranteed. £385. Below.  
**MAYFAIR GARAGES LTD.** Fiat Reg. 1953. "500B". O.H.V. hardtop coupe, grey, extremely smart car. guaranteed. £345. Below.  
**MAYFAIR GARAGES LTD.** Fiat 1938. "500". station wagon, post-office red. extremely smart, guaranteed. £275. Below.

**MAYFAIR GARAGES LTD.** Fiat 1939. "500" de luxe convertible coupe, black, outstanding condition. £180. Below.

**MAYFAIR GARAGES LTD.** Fiat 1938. "500" convertible coupe, grey, excellent condition. £240. Below.  
**MAYFAIR GARAGES LTD.** Over 20 Fiat in stock. list and copy of "The Autocar" road test report on request. Below.

**MAYFAIR GARAGES LTD.** West-end Fiat show-rooms, Baldock Street, (opposite Selfridges clock) W.1. Mayfair 3104/5. Open 9-6. Sats. 9-1. (C3009)

## FORD ANGIA

**W. HAROLD PERRY LTD.** 1105/1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
 1953 Ford Anglia saloon, Canterbury green with brown upholstery, underseal, low mileage, excellently maintained. £265. Our hire purchase terms are now 5 per cent for 12 months.  
**W. Harold Perry Ltd.** 1105/1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)  
**SLOMBES LTD.**  
 1949 Ford Anglia outstanding condition. £295. Unique guarantee, terms, part exchanges cars or motor cycles guaranteed. Terms. Trade Enquiries. Welcomed—  
 38/52 Dudden Hill Lane, N.W.10. Willenden 4869 (C4017)

**A.1. at Browns.**  
 1954 (November) Ford Anglia saloon, grey and red, heater. 15,000 miles only. £459.

**W.J. Brown, Ltd.** Ford Distributors for 30 years, 339 Finchley Road, N.W.3. Ham 2284. (C1025)  
**LAMBS OF WOOD GREEN** (Established 1897) 100 guaranteed cars; exchangers; hire purchase—421-423 High Road, Finchley, Finchley 6222.

**£450!!!** 1954 Ford Anglia saloon, spotless condition. 13,000 miles choice two. (C2052)  
**WALTER SCOTT, Ltd.** offer 1953 Anglia, black heater, screen washers, low mileage, as new, one owner, £495.—39 College Crescent, Hampstead, N.W.5 (Swiss Cottage Tube). Primrose 4466. (C4006)

1951 Ford Anglia saloon £280; 1949 £265; 1946 £215. All good. Terms. Trade Enquiries. Welcomed—  
**Roy's Automobiles Ltd.** 127, Parkway, N.W.1. (nearest Tube, Camden Town Station) Euston 2700 and 8394. (C3064)

1949. Ford Anglia excellent condition £275.  
 1946 Ford Anglia recent new engine. £200. Kirkdale Cars Cobbe Corner, Sydenham, S.E. 26. Sydenham 6129. (C2068)

"1955 Anglia grey maroon interior, heater, spot and reversing lamps, washers, one owner, carefully maintained £500. Box 0709. 3119

1955 Anglia saloon, black, red leather, heater, low mileage, guaranteed. £485.—Palmer's, 3 Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

1955 (Feb.) Anglia saloon, grey maroon interior, one owner since new, excellent condition: £495.—Robbins, East Putney, Tel. 7881. (C3010)

465 gns. Ford New Anglia 1954 saloon, heater, one owner, excellent condition. Choice of 3 New Anglias. Terms. Exchanges, Rowland Smith, below:—  
 225 gns. Ford Anglia 1946 saloon, excellent condition. Terms. Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

1949 Ford Anglia export model 10 h.p. engine green good condition throughout £285. Putney 2770. (C3089)

1953 Anglia fawn one owner, new bs. good tyres underseal. H.P. available £335. CRO 6392. 3180

**PRIDE & CLARKE LTD.** 1955 Ford Anglia saloon, 9,000 miles. Heater. £489. 1954 15,000 miles Heater. £459. Stockwell Road, S.W.9. Brixton 6251. (C3068)

1952 (November) Ford Anglia, in excellent condition throughout; £390.—110 Battersea Rise, S.W.11. Battersea 0349. (C1096)

1955 (December) Ford Anglia De Luxe saloon, black, fitted heater. 1800 miles only since new. £545. Hale Motors Ltd. Tot 7771 (4 lines).

**A.Z. MOTORS** offer 1955 model Anglia. Genuine 7,000 miles only. Heater. Loose Covers, Screen Washers. Absolutely as new £495!!! Also 1952 model £295!!! Palmerston Road N.W.6. Tel: Ma (C1011)

## FORD POPULAR

**W. HAROLD PERRY LTD.** 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
 1963 (Nov.) Ford Popular saloon, black with red upholstery, extras, mileage recorded 10,000; £370. Our hire purchase terms are now 5% for 12 months.  
**W. HAROLD PERRY LTD.** 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

**D. J. SNEPHERD & Co. (Enfield),** offer:—  
 1963 (November) Popular saloon, one owner, immaculate condition throughout; £380.  
 1966 Popular, low mileage, as new; £380.—D. J. Shepherd and Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1681. (C4008)

## FORD POPULAR

**SIMPSON'S AUTOMOTORS, WEMBLEY, Ltd.** English Car Sales Division, offer:—  
 1964 Ford Popular, £335.—358, High Road, Wembley, Middx. Tel. WEMBLEY 4422. (C4015)

1965 Popular, excellent condition, trafficators and extras, owner immigrating; £375.—Smith, Tul. 6861. (C271)

1964 Ford Popular saloon, black, heater, indicators; £345.—Hale Motors, Ltd. TOT. 7771 (4 lines). (C2077)

1966 model Popular, black, red upholstery, 8,500 miles, underseal, trafficators, shelf, chrome bumpers, covers, etc. Excellent condition, one owner; £385 o.n.e.—Rainham, Essex 3717. Evenings. (C180)

**PRIDE & CLARKE LTD.** 1966 Ford Popular sal. 200 miles; £399. 1965. 5,000 miles; £359. 1964. low mileage, extras; £329. 1963. extras; £309.—237, Brixton Hill, S.W.2. TUL. 3664/5. (C3068)

1965 (Mar.) Ford Popular, 3,000 miles, heater, as new, driven carefully; £375.—STA. 3178. (C273)

295 gns. Ford Popular 1964 saloon, fawn/red, trafficators, loose covers, one owner, spare unused. Choice of 3 Terms. Exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**TIE** only 1953 Popular, black, really immaculate, £385.—H. A. Saunders, 144, Golders Green Road, N.W.11. Speedwell 0011. (C4004)

**BOWES ROAD GARAGE.** Ford Popular, 1964, built-in indicators, covers, parcel shelf, stabilisers front and rear, spare unused, one owner; £345.—Bowes Road (North Circular Road), N.11. Bowes Park 2284/5/6. (C3284)

1964 model Ford Popular saloon, black; 7,000 miles, as new, £365.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

## FORD PREFECTS

**W. HAROLD PERRY LTD.** 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
 1965 Ford Prefect saloon, Dorchester grey, red leather, heater, twin wing mirrors, windscreen washers and chrome rubbing strips. An immaculate motor car; £375. Our hire purchase terms are now 5% for 12 months.

**W. HAROLD PERRY LTD.** 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

**H.P.G.**  
 1965 Prefect, one owner, authentic mileage, black, red leather, heater and faultless; £445. Terms. Exchanges.  
**HIGHAMS PARK GARAGES, Ltd.** Beverley Road, Highams Park, E.4. Larkwood 7206. Sunday 2031. (C1088)

**A.1. at Browns.**  
 1960 Ford Prefect saloon, black, red interior, heater and extras; £325.

**W. J. BROWN, Limited.** Ford Distributors for 30 years, 339 Finchley Road, N.W.3. HAM. 2284. (C1025)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.** offer:—  
 1963 Ford Prefect, one owner, immaculate condition; £385.—409, Kenton Road, Kenton, Harrow. Wordsworth 7805. (C1008)

**WOOD & LAMBERT, Ltd.** Main Dealers.  
 1965 Prefect saloon, grey with red interior, heater, most attractive; £320.—49, Stamford Hill, N.16. Stamford Hill 3434. (C4098)

1965 (Sept.) Prefect saloon, black, maroon interior. Fitted special six-ply tyres. 6,000 miles. Indisputable from new; £345.—Robbins, East Putney, Tel. 7881. (C3010)

**FORD Prefect.** 1965, black, red interior, 660 worth of accessories, mileage 2,300, immaculate; £375.—27, Northumberland Crescent, Southend. (C134)

495 gns. Ford New Prefect 1965 model saloon, Westminster blue, paintless, small mileage. Terms. Exchanges.—Rowland Smith, below:—  
 265 gns. Ford Prefect November, 1948 saloon, radio, screen washers, excellent condition. Terms. Exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

£325!!! 1965 Ford Prefect saloon, 9,000 miles, specimen condition. Choice 2.  
**LAMBS OF WOOD GREEN** (Established 1897). 100 guaranteed cars; exchangers; hire purchase.—421-423, High Road, Finchley, Finchley 6222 (C2082)

**WALTER SCOTT, Ltd.** offer: 1965 Prefect, black, heater, screen washers, low mileage, spotless, one owner; £335.—39 College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4466 (C4006)

1965 (September) Prefect 1,200 miles, leather upholstery, list £635. Accept £335. Private.—Victoria 5483. (C3293)

1963 Ford Prefect, heater, leather, immaculate; £355.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095/1)

1965 Ford Prefect, low mileage, heater, black, £335.—Engines Reconditioned, Ltd., 333, Pinner Road, Harrow, Harrow 1269. (C2070)

1960 Ford Prefect, heater, immaculate; £335.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096)

1963 Ford Prefect; £295.—Herbert and Mills, Ltd., Church Road, Ashford, Middx. Phones: Ashford 2978 or 2960. (C2095)

## FORD PREFECTS

**NEWHAMS, LTD.**  
 1964 Ford Prefect saloon, exceptional condition; £495.  
**NEWHAM'S House.** 235-245, Hammersmith Road, London W.6. Riverside 4846. (C3024)

**PERRY'S OF HARROW.**  
**HAVE** an excellent selection of post-war 10 h.p. saloons available.  
**TEL. Harrow 4282/9140** for details.

**W. HAROLD PERRY, Ltd.** High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0089/R)

**PREFECT.** 1965, 7,800 miles, heater, radio, underseal, other extras, owned and maintained by Ford factory engineer; £540.—Hornchurch 6880 (C329)

## FORD SQUIRE

1966 Ford Squire full de-luxe estate car, 1,400 miles, Ripco condition; £645.  
**RIPCO, Ltd.** 16, Albemarle Street, Mayfair, London, W.1. Hyde Park 2962/3/4. (C3083)

## FORD 8

**PERRY'S OF HARROW**  
**HAVE** an excellent of post-war 8 h.p. saloons available. Phone Harrow 4282 and 9140 for details.  
**W. Harold Perry Ltd.** High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0089/R)

1937 Ford 8 saloon, black, silver wheels, good runner, economical, £100 or £50 deposit—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 (C1024)

## FORD CONSUL

**W. HAROLD PERRY LTD.** 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
 1963 (Nov.) Ford Consul saloon, black with red leather upholstery, heater and twin wing mirrors, excellent condition; £565. Our hire purchase terms are now 5% for 12 months!

**W. HAROLD PERRY LTD.** 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

**A.1. at Browns.**  
 1964 Ford Consul, black with red leather, heater and many extras; £525.

**W. J. BROWN, Limited.** Ford Distributors for 30 years, 339 Finchley Rd., N.W.3. Ham. 2284. (C1025)

**H. A. SAUNDERS, Ltd.** offer:—  
 1964 Ford Consul saloon, black; red upholstery, heater, recorded mileage 17,280; £525.  
**H. A. SAUNDERS LTD.** 836-842, High Road, North Finchley, N.12. Hillside 3272 (4 lines). (C4092)

1964 Consul saloon, black, red leather, heater, low mileage, guaranteed; £485.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

565 gns. Ford Consul 1955 saloon, leather, wing mirrors, one careful owner, small mileage. Terms. Exchanges.—Rowland Smith, below:—  
 495 gns. Consul 1964 saloon, heater, screen washers, one owner, excellent condition. Terms. Exchanges.—Rowland Smith, below:—  
 485 gns. Ford Consul 1953 saloon, Dorchester grey, red leather, heater, over-riders, one owner, excellent condition. Choice of 5 Consuls. Terms. Exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**FORD Consul saloon** (Feb. 1956), black, red leather, 12,000 miles; £375.—Stratford, 40, Berkeley Street, W.1. (Mayfair 4404). (C4023)

1966 Consul, black, htr. 1 owner. 800 miles only, taxed, as new; £675

**JACKSON'S** (Basingstoke), Ltd. Wote St. Basingstoke. Phone 1680. (C147)

1965 Ford Consul saloon, Canterbury green, fitted with leather upholstery and heater, 11,000 miles, unmarked, one owner, in immaculate condition; £385.—A. C. Potter (Framlingham), Ltd. Phone Framlingham 215. (C152)

**WALTER SCOTT, Ltd.** offer: 1965 Consul, black, heater, low mileage, unmarked, one owner; £595.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4466. (C4006)

1965 (June) Ford Consul convertible, duo-blue, 9,000 miles, unblemished throughout; £685.—Naylor and Root, Clapham Junction, S.W.11. Battersea 2282. (C3022)

1955 (July) Ford Consul saloon, black, leather upholstery, heater, windscreen washers, sun visor, spot light; £375.—Hale Motors, Ltd. TOT. 7771 (4 lines). (C2077)

1962 Ford Consul saloon, blue, fawn leather, heater, recon. engine, guaranteed; £465.—King's Motors, 1, High Street, Hounslow 8632. (C2049)

1963 Ford Consul, green with beige leather, fitted heater, beautifully maintained throughout; £475.—Coles Garages, Ltd., 42, Worpole Road, S.W.19. Wimbledon 0196 and 13-14, Castle Parade, Ewell 2393. (C1064)

1955 Ford Consul saloon, black, heater, 22,000 miles, £325.—Brew Bros., Ltd., 133, Old Brompton Road, S.W.7. Fremantle 3333. (C1083)

1953 Ford Consul saloon, one owner, 3 months' guarantee; £495.  
**C. & W. MOTORS LTD.** Queen's Head Garage, East End Road, N.3. Finchley 6236 (3 lines). (C161)

**ALLAN TAYLOR (MOTORS), Ltd.** offer:—  
 1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £485.  
**HIGH ST.** Wansworth, S.W.18. Tel. Vandyke 7222 (10 lines). (C339)

## USED CARS FOR SALE

## FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
1954 Ford Zephyr 6 saloon, Winchester blue with blue upholstery, heater, windscreen washers, cigar lighter, excellent condition; 1955. Our hire purchase terms are now 5% for 12 months.  
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

H. C. PAUL, Ltd.  
FORD Zephyr, 1953, radio, heater, leather, one owner, 26,000 miles; 1465.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040)

WARWICK WRIGHT, Ltd., offer:—  
1955 Ford Zephyr saloon, fawn, red upholstery, heater, 3,000 miles; 1495. (C3040)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

WOOD & LAMBERT, Ltd., Main Dealers.  
1954 Zephyr saloon, grey, leather, heater, radio, most attractive; 1515. (C4015)

1953 Zephyr saloon, blue with blue leather, heater, low mileage; 1475. (C4015)

1953 Zephyr saloon, blue, leather, heater, well maintained; 1455.—49, Stamford Hill, N.16. Stamford Hill 3434. (C4093)

1953 Ford Zephyr, one owner; 1475.—Herbert and Mills, Ltd., Church Rd., Ashford, Middx. Phone Ashford 2678/2960. (C2035)

325 gns. Ford Zephyr 1954 sal., heater, loose covers, one careful owner, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4015)

1953 Ford Zephyr, leather, heater, perfect; 1465. SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7719/8076. (C4016)

1955 (March) Zephyr, black/red, 2,000, 1630, 1954 Zephyr, black/red, leather, heater, 1520; exchange considered.—Tel. 68661 Southampton. (3220)

1953 Ford Zephyr saloon, black, one owner, heater; 1495.—Hale Motors, Ltd., TOT. 771 (4 lines). (C2077)

1953 Ford Zephyr saloon, Winchester blue, leather, and heater, in very fine condition throughout; 1475.—Colea Garage, Ltd., 42, Worpole Road, S.W.19. Wimbledon 0195, and 13-14, Castle Parade, Ewell 2388. (C1054)

1953 Ford Zephyr, cellulosed, Zodiac 2-tone grey and blue, host of extras, Servals system with deflector, radio, heater, etc., 1490. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

B. J. HUNTER, Ltd.,  
1954 Ford Zephyr convertible, choice of two; 1725.—22-24, Crickwood Broadway, N.W.2. Glia. 6303/4. (C2040)

CASS'S MOTOR MART, 1955 Ford Zephyr saloon, black, red hide, heater, unblemished, genuine 3,800 miles. Written guarantee.—5, Warren Street, W.1. Euston 4110. (C1040)

RICHARDS & CARR, Ltd., are always best value.  
1953 Zephyr saloon, one owner, 17,000 miles, overdrive, full Raymond Mays conversion, radio, heater, 100% condition; 1575. (C3045)

1953 (September) Zephyr saloon, radio, heater, 26,800 miles, excellent throughout; 1495. 35, Kinnerton Street, S.W.1. Belgravia 5711. (C3045)

## FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
1954 Ford Zephyr 6 saloon, Winchester blue with blue upholstery, heater, windscreen washers, cigar lighter, excellent condition; 1955. Our hire purchase terms are now 5% for 12 months.  
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—  
1954 Ford Zodiac, exhaust conv., all extras; 1575.—353, High Road, Wembley, Middx. Tel. WEMBLEY 4422. (C4015)

CAMDEN MOTORS, Ford Zodiac saloon, 1955 model, immaculate two-colour finish in Dorchester grey and fawn, with leather upholstery in matching colours, built-in heater, etc., superb mechanical order, and the whole car almost indistinguishable from new; 1645. (C4015)

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 5 p.m. (C1035)

1956 Zodiac, grey/fawn, leather, heater, overdrive, 1 owner, 850 miles only. Taxed; 1575. (3148)

JACKSON'S (Basingstoke), Ltd., Wob. Street, Basingstoke, Phone 1600. (3148)

ZODIAC, 1955, radio, small mileage, one owner-driver, offers invited.—WIM. 4278. (3165)

BOWES ROAD GARAGE, Ford Zodiac 1954 sal., grey/green, usual extras; 1595.—Bowes Road (North Circular Road), N.11. Bowes Park 2234/5/6. (3282)

## FORD V8

1950 Ford Pilot, black, radio, heater, taxed December, 1950.—George Yard, Grosvenor Square, W.1. Mayfair 0131. (C3006)

265 gns. Ford V8 Pilot, September, 1949, saloon, leather, heater, good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1045)

## AMERICAN FORDS

1951 Ford Meteor, radio, heater, excellent; 1525. SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7719/8076. (C4016)

H. A. SAUNDERS, Ltd., offer:—  
1955 Customline 4-door sedan, black, tan upholstery, Fordomatic transmission, radio, heater, etc., recorded mileage 1,992, 11,845. (C4092)

H. A. SAUNDERS, Ltd., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Road, Brentford, Tel. Ealing 4508-9. (0749/R)

## FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., official Ford agents, offer:—  
1954 Ford Zodiac saloon, grey and green, one owner, supplied and maintained by us since new, 1645. (C4016)

1954 model Ford Zephyr, dark green, leather, heater, screenwash, one owner, loose covers fitted since new, 1595. (C4016)

3 MONTHS guarantee, H.P. facilities and part exchange. (C4016)

SHOWROOMS: 15, Berkeley Street, W.1. Mayfair 6295. (C4016)

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C3010)

1936 Ford 30 h.p. drophead coupe, believed one of the finest examples available, recent new engine, unworn tyres, absolutely immaculate; 1126. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

## HEALEY

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—  
1949 Healey Elliott saloon, a very sound motor car with impressive performance; 1415. Our hire purchase terms are now 5% for 12 months. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

BROOKLANDS: INDIVIDUALITY.  
1954 Healey 24-litre Tickford saloon, heater, BUY or sell with confidence. Exchanges. (C1024)

103, New Bond Street, London, W.1. Mayfair 8351. (C1024)

HEALEY Alvis 3-litre convertible, 1952. Immaculate, radio, heater, etc., 1750. Seen London.—Brown, 1, Seaview Avenue, Birkington, Kent. (3177)

1950 Silverstone Healey, just repainted red, excellent mechanical condition, 1475 or offer.—Stothert, 13, Kenyon Lane, Kenyon, Lancs. (3173)

1958 Healey 21-litre sports tourer, 1947, excellent mechanically, one owner. Many others. BEN. MOTORS, 1, Clarendon Road, W.11 (50 yds. Holland Park Tube). Park 5086-7 and Park 2971. (C1017)

495 gns. Healey 1951 Silverstone super sports 2-seater, close ratio gearbox, tonneau cover, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 (C4018)

1951/2 series Healey Abbott convertible, 4-seater, magnificent condition, carefully used, one of the cleanest we have ever had. Also choice 1953 series. (C4018)

LAMBS of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Road, Finchley, Finchley 6222. (C2082)

1953 F type Tickford saloon, excellent example, 1785. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton Street, S.W.1. Belgravia 5711. (C3045)

## HILLMAN

W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
1953 Hillman Minx Mk. VIII saloon, black with red upholstery, heater and twin wing mirrors, immaculate condition throughout; 1665. Our hire purchase terms are now 5% for 12 months. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

SLOCUMBE, Ltd.  
1955 Hillman Minx de-luxe Mark VIII, immaculate; 1595. Unique guarantee, terms, part exchanges, cars or motor cycles. (C4017)

28/52, Dudden Hill Lane, N.W.10. Willeaden 4669. (C4017)

H. A. SAUNDERS, Ltd., offer:—  
1955 Californian model, cream and black, red upholstery, heater, recorded mileage 4,780, 1685. (C4092)

1955 de-luxe saloon, black, red upholstery, recorded mileage 9,950; 1625. (C4092)

H. A. SAUNDERS, Ltd., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

WARWICK WRIGHT, Ltd., offer:—  
1955 Hillman Mark VIII estate car, heater, grey, red upholstery, 12,000 miles; 1755. Another in golden sand or blue, low mileages. (C4045)

1953/4 Hillman Minx saloons, all standard colours, low mileages, from 1475. (C4045)

1954/5 Hillman Minx Mk. VIII sal., all standard colours, low mileages, from 1575. (C4045)

1955 Hillman Minx Mark VIII convertible, black/red upholstery, 6,000 miles, 1715. Also in golden sand, low mileage. (C4045)

1955 Hillman Mark VIII Californian, black/red upholstery, 6,000 miles, 1695. Also in dual green, low mileage. (C4045)

1953 (Nov.) Hillman Mk. VII Californian, ivory and red, red upholstery, heater, 12,000 miles, 1595. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

## HILLMAN

ELM AUTOSALES (Morden), Ltd.  
1952, November, Hillman Minx convertible in lavender grey, with red interior, fitted heater, very low mileage, one owner car in faultless condition; 1450. (C2067)

28-30, Abbotts Rd., Morden, Cherrywood 1615. (C2067)

COOMBS & SONS (Guildford), Ltd., offer:—  
HILLMAN Minx convertible coupe, black/red upholstery, heater, 6,700 miles only, spare, unused; 1580. (C1037)

COOMBS & SONS (Guildford), Ltd., Portsmouth Rd., Guildford, Guildford 62907. (C1037)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—  
1954 Hillman Minx saloon, heater, 1495.—409, Kenton Road, Kenton, Harrow. Wordsworth 7805. (C1008)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—  
1955 Hillman Minx, 1150—385, High Rd., Wembley, Middx. Tel. WEMBLEY 4422. (C4015)

1955 Hillman Minx convertible, fawn, 2,721 miles, 1700.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

1950 Hillman Minx saloon, small mileage; 1385.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221, Mal. 1627. (3507)

HILLMAN Minx saloon (May, 1953), grey, red leather; 1485.—Stratstone, 40, Berkeley Street, W.1. (Mayfair 4404). (C4022)

1955 Hillman Mk. VIII, superb order, extras, 1595. Smith and Hunter, 376, Kensington High St., W.14. Smith, Western 2312. (C4015)

1950 Hillman Minx saloon, one owner, very good condition throughout, nominal mileage; 1365.—Beardmore, 26, Queensway, W.2. Bayswater 0138. (C1015)

1955 Hillman Minx saloon, black with red, one owner; 1545.—R. C. Wimbush, 312, Earls Court Road, London, S.W.5. Fremantle 8401. (C4056)

1949 Hillman estate car, 4-door, folding rear seats, recon, engine, excellent, guaranteed, 1335.—Kings Motors, 1, High Street, Hounslow 3533. (C2040)

1952 model Hillman Minx Phase V saloon, black, red interior, fitted heater, brakes re-lined, spacious and economical car; 1425.—Hillwood Motors, Mill Hill (London) 6232. Open Good Friday and Easter Monday. (3332)

1956 Hillman Minx de-luxe saloon, pearl grey/olive green, heater; 1695.—Brew Brothers, Ltd., 133, Old Brompton Road, S.W.7. Fremantle 3533. (C1083)

1953 Hillman special sports coupe, aerodynamic body, a most unusual car; 1345.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Phone Colindale 3185. (C3096/5)

1953 October Hillman Californian hard top, cream and maroon, immaculate throughout, many extras; 1525. (C3096/5)

NORMAN AUTOS, 344-354, London Road, West Croydon, Thornton Heath 3657. (C3096/5)

1955 (Jan.) Hillman "Gaylock" de-luxe sal., duo-tone, ivory/blue, 400 miles only and absolutely as new.—G. S. Hall, Ltd., 802, King Street, Ham-mermith, W.8. Riverside 2861. (C3100)

ONE owner 1955 Hillman Mark VIII saloon, black/red leather, low mileage, offered at 1575. Written guarantee. Terms, exchanges.—H. F. Edwards, Ltd., 28-34, Upper High Street, Epsom, Surrey, Epsom 5611. (C3001)

1954 Hillman Minx saloon, leather, heater, radio, exhibition condition, one owner, 1515. (C3001)

1953 Hillman Minx saloon, blue, red leather, one owner, 1450. (C3001)

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. SLOane 4727. (C1048)

1952 series Hillman Mark V convertible coupe, 2-door, 4-5 seater, immaculate throughout, black, chromium, burgundy leather. Equipped numerous extras, excellent tyres, serviced throughout. Written guarantee; 438 gns. Hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 112. (C3000)

1955 Hillman Minx Phase VIII Californian, black/red with red interior, fitted with H.M.V. radio and heater, immaculate condition, speeds reading 10,200 miles, 1643. (C3000)

ELITE MOTORS (Tooting), Ltd., 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 1200 (20 lines). (C3005)

595 gns. Hillman Minx late 1955 Phase VIII convertible, O.H.V., radio, loose covers, one careful owner, small mileage, spare unused, Taxed. Terms, exchanges.—Rowland Smith, below:—  
495 gns. Hillman Minx, 1954 Phase VII saloon, heater, one owner, excellent condition. Terms, exchanges.—Rowland Smith, below:—  
425 gns. Hillman Minx late 1951, Phase IV convertible, Cambridge blue, heater, P.V.C. hood, excellent condition. Terms, exchanges.—Rowland Smith, below:—  
395 gns. Hillman Minx 1951 Phase IV saloon, heater, wing mirrors, very good condition. Terms, exchanges.—Rowland Smith, below:—  
225 gns. Hillman Minx late 1941 de-luxe saloon, sliding head, leather, excellent condition. Choice of 12 Hillmans. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)



## USED CARS FOR SALE

## HILLMAN

JUNE, 1955, Hillman Minx Mk. VIII saloon, colour green, 7,000 miles only, condition as new; £595.—John Trigg, Ltd., Esher 2255. (C4086)  
 1950 Hillman Minx, black with brown leather, £350. Herbert and Mills, Ltd., Church Road, Ashford Middx. Phones: Ashford 2678 and 2960. (C2035)  
 M.X.X. 1956 model, o.h.v. Hillman Minx Special saloon, black with red upholstery, undersealed, 1,200 miles only, appearance absolutely as new, exceptional opportunity; £645. Terms, exchange.—H. F. Edwards, 194, Great Titchfield Street, London, W.1. Phone LAngham 0012. (C2003)  
 1956 Hillman Californian, works mileage, list price.

1956 Hillman Minx, de-luxe saloon, works mileage; £720.  
 1956 Hillman special saloon, works mileage, £677.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096)

1966 : : : 1956 Hillman 10, o.h.v. engine, convertible, 9,000 miles, £40 extras, just like new.  
 1966 : : : 1956 8 Hillman 10 de-luxe saloon, 5,000 miles, hardly used.

1955 : : : 1947 Hillman 10 drophead coupe, rare and beautiful condition, impossible to find a better.

LAMBS of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Road, Finchley, Finchley 6222 (C3032)

## HILLMAN HUSKY

W. HAROLD PERRY, Ltd., 1105/1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Hillman Husky sal., blue with red upholstery, heater, Ace rimbellishers, painted rock rack, low mileage, is immaculate condition. £525. Our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105/1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Husky double duty, blue, red upholstery, 7,000 miles; £555. Also in green, low mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

H. A. SAUNDERS, Ltd., offer:—  
 1955 Husky Utility, green, brown upholstery, heater, £495.

H. A. SAUNDERS, Ltd., 836-842, High Road, North Finchley, N.12. Hillside 3272 (8 lines) (C4092)

COOMBS & SONS (Guildford), Ltd., offer:—

1955 Hillman Husky estate car, green-beige interior, 6,000 miles only, spotless cond., £535.

COOMBS & SONS (Guildford), Ltd., Portsmouth Road, Guildford, Guildford 62907. (C1057)

G. & M. ALFRED (1936) Ltd. 1956 Hillman Husky, 150 miles only, 6-7, Warren St., W.1. Euston 2286 (C1005)

1955 model Hillman Husky, 12,000 miles, heater, fawn, £500.—L. F. Dove, Ltd., 111-115, Aldiscombe Rd., East Croydon. Tele. Addiscombe 3086-7-8-9. (C1076)

1955 Hillman Husky, first regd. Dec. '54. Golden sand with red upholstery. One owner, low mileage. First class condition; £535.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (3196)

4,700 miles, unmarked and almost equal to new, July, 1955, Hillman Husky dual purpose estate car, golden sand, red interior, heater, passport, one private owner, 525 gns.; today's new cost £685. Terms, exchange, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4019)

## H.R.G.

1950 (December) 2-seater sports, 1,500 c.c. engine, British racing green. In excellent mechanical condition, £385 o.n.o.—Carol's Garage, Ltd., Wolverhampton Road, Causeway Green, Oldbury, Birmingham. (3302)

1951 type 1,500 c.c. H.R.G. 2-seater sports. Maintained by the makers/an outstanding specimen, fantastically equipped and extremely fast. Beautiful throughout, in black, chromium, brown leather, excellent tyres, unused spare, excellent batteries, full details on application. Written guarantee, 455 gns. Hire purchase, part exchange.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

## HUDSON

1939 Country Club saloon (8 cylinder L.W.B. model), black with brown leather, genuine 60,000 miles. Exceptional condition for the year; £195.—K. J. Motors, Ltd., Bromley, RAV. 3456. (3299)

## HUMBER

WARWICK WRIGHT, Ltd., offer:—  
 1955 4 Humbers Hawk Mk. V saloons, most standard colours. Many fitted with radio and heater, all low mileages, from £595.

1954 5 Humbers Hawk Mk. VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages, from £795.

1956 Humbers Super Snipe Mark IVA overdrive saloon, claret, fawn upholstery, 200 miles only, £1,395

1955 Humbers Super Snipe Mark IV saloon, blue, fawn upholstery, 7,000 miles, £1,045. Another in black, low mileage.

1954 Humbers Super Snipe Mark IV saloon, grey, red upholstery, bucket seats, heater, 12,000 miles, £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

## HUMBER

BENTALLS, Ltd.,  
 1950 Humbers Hawk, black, brown upholstery, fitted radio and heater; £435.—Kingston-on-Thames, Kingston 1001. (C1093)

CAR MART, Ltd.,  
 1954 Humbers Hawk saloon (side valve), heater, £595.

1954 Humbers Super Snipe touring limousine, heater, £395.

CAR MART, Ltd., Welsh Harp, Edgware Road, N.W.9; Hendon 6500. (C1039)

TOM GARNER, Ltd., offer:—

1951 Humbers Pullman Mk. III 7-pass. lim., black, £1,295.

1955 Humbers Super Snipe Mk. IV saloon, seal grey, heater, screenwash, 12,000 miles, £995.

1955 Humbers Super Snipe Mk. IV saloon, black, heater, radio, many extras, 500 miles only; £1,190.

1956 Humbers Super Snipe Mk. IVB sal., black, overdrive, 2,000 miles only, £1,350.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. (C2020)

SIMPSON'S MOTORS (WEMBLEY), LTD., English Car Sales Division, offer:—

1951 Humbers Hawk, radio and heater, £425—355, High Road, Wembley, Middx. Tele. WEMBLEY 4421. (C4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Humbers Snipe drophead, £375—355, High Rd., Wembley, Middx. Tel. WEMBLEY 4422. (C4015/1)

CAMDEN MOTORS, the Limousine Specialists, see selection in used car bargains this issue.

1953 Humbers Hawk saloon, one owner, exceptional condition; £550.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

G. & M. ALFRED (1936) Ltd. 1951 Humbers Imperial, 7 passenger, heater, radio, above average condition.—6-7, Warren St., W.1. Euston 2286. (C1005)

1946 (July) Humbers Snipe: grey, radio, sun roof, excellent condition, terms, exchange; £315.—Springfield Garage, Ltd. (Southgate Tube), Pal. 3078/7. (3224)

HUMBERS Pullman limousine, first registered October, 1950, fitted heater and radio, low mileage, in perfect condition, £1,075.—Bedford Motor Works, Ltd., 85/87, Dulwich Rd., London, S.E.24. Braxton 4242. (3231)

HUMBERS limousine, ex-Ministry, first registered 1951, £225.—Jacquier, Ltd., 225/7, Hammermith Rd., London, W.6. Riverside 0977/8. (C2043)

1948 (Sept. 14) h.p. Hawk saloon, grey/grey interior, One owner since new; £300.—Robbins, East Putney, Tel. 7881. (C3010)

1955 : : : 1947 Humbers Hawk de-luxe saloon, beautiful condition, Choice 2

1955 : : : 1953/4 Humbers Hawk de-luxe saloon, absolutely specimen, magnificent vehicle. Looks and runs just like new. Choice 2

LAMBS of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2032)

HEARSES, Hearses, Hearses. The new 27 h.p. o.h.v. L.W.B. chassis, brochures available.

ALPE & SAUNDERS (Coachbuilders), Ltd., Station Approach, Kew Gardens, Richmond 1161

1955 Humbers Super Snipe, black with beige interior, 1,100 miles, owner deceased; £1,100.—John Gray, 20, Hermitage Lane, N.W.3. Speedwell 1243 (C1102)

1953 Humbers Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £575.—John Campbell Motors, Ltd., 413, Holloway Road, N.7. Tel. North 4441. (C1036)

1953 (August) Humbers Hawk saloon, satin bronze/red leather, total mileage 27,000, an immaculate one owner car. £370.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 70: evenings and weekends, Littlewick Green 8076. (C1107)

1947 Humbers sedan de ville 7-seater, with electric division coachwork by H. J. Mulliner, ideal hire car; this car is in superb condition throughout; original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempton, 27, Nightingale Lane, London, S.W.12. Battersea 1151. (9016)

1956 Humbers Super Snipe saloon, dual-grey, red leather, overdrive, works mileage, attractive terms.—Howes and Sons, Ltd., St. Georges Street, Ipswich. Tel. 2296/7. (3036)

ALPE & SAUNDERS, Ltd. Humbers limousine, 1954 series Mark IV. Blue Riband, seven-passenger, with partition, black cellulose, leather throughout, with occasional, one private owner, heaters; £1,550. See also under Limousines column. Large selection.

A. & S. LTD. (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. (C1006)

595 gns. Humbers Hawk 1954 Mark V saloon, grey, red leather, radio, heater, screen washers, one careful owner, small mileage, exceptional. Terms, exchange.—Rowland Smith, below:—

375 gns. Humbers Super Snipe 1951 Mark III de-luxe saloon, sliding head, leather, radio, heater, passlight, Ace rimbellishers, excellent condition. Terms, exchange, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## HUMBER

JACK ROSE, Ltd., offer:—  
 HUMBERS Super Snipe saloon, in Burgundy, first used January, 1954, registered November, 1955, mileage 1,700, just run in and absolutely as brand new, with £100 worth of extras. Too large for owner. Accept £1,095.—Stafford Road, Wallington, Surrey, Wal. 0677 and Burgh Heath 2376 (C3096)

1954 Hawk saloon, blue with fawn upholstery, fitted heater. A one owner car in excellent condition, £825.—K. J. Motors, Ltd., Bromley, RAV.3456 (3287)

MARK VI, o.h.v. Hawk saloon, black/biscuit, overdrive, radio, screen washers, covers. Small mileage, excellent condition; £735.—Dobson, Ltd., Humbers Agents, Staines 801. (C1074)

1949 Humbers Super Snipe, one owner, very good order throughout; £295.

THE ONSLOW MOTOR Co. Ltd., 28, Onslow St., Guildford 6727/8. (C3099)

1955 Humbers Hawk saloon, with overdrive, grey with red upholstery, heater, one owner, low mileage, excellent condition; £445.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (3195)

1951 Humbers Hawk, silver grey, red hide, radio, heater, seat covers, one owner, immaculate throughout; £455.—Naylor and Root, Clapham Junction, S.W.11. Battersea 2252.

1950 Humbers Hawk saloon, black, brown hide, one owner, carefully used new tyres, in outstanding condition throughout; £395. Exchanges, terms. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1034)

UNUSUAL opportunity to save over £400. one only brand new, shop-soiled Humbers Super Snipe sal., black, red leather, bucket seats, guarantee. Our special price £1,295. Terms, exchange.—H. F. Edwards, Ltd., 28-34, Upper High Street, Epsom, Surrey, Epsom 5611. (C2001)

CAMDEN MOTORS, Humbers Hawk saloon with O.H.V. engine, built-in heater, etc., 1953 model, finished in black with beige leather interior, excellent appearance and tip-top mechanical order; £595.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

ARCHIE SIMONS & Co. Ltd., 1953 Humbers Super Snipe saloon, black/red leather, fitted heater, much above average; £495. (3231)

1950 Humbers Hawk saloon, bronze/red leather, fitted heater, radio and sunroof, good condition; £425.—28, St. Portland St., W.1. LAN. 1243 (C4018)

SEVEN-PASSENGER, 1952, Imperial Mk. III, black saloon, dark leather, heater, radio, excellent; £545.

LIMOUSINE, 1952, Mk. III, leather throughout, heater, radio, one private owner, small mileage, 1955; another 1952 leather limousine, black, £525.

JACK ALPE LIMOUSINES, 50, Oldbury Place, Marybone High St., W.1. Welbeck 1124. (C1108)

## JAGUAR

H. HENLYS, Ltd.,  
 ENGLAND'S Largest Jaguar Distributors.  
 SELECTION of all models at attractive prices.  
 DEVONSHIRE House, Piccadilly, W.1 (Hyde Park 8151).

HENLYS House, 365, Euston Rd., N.W.1 (Euston 4444).

DEPOTS at:—  
 MANCHESTER (Blackfriars 7943).  
 BRISTOL (Bristol 21326).  
 Bournemouth (Bournemouth 6314).  
 NORTHAMPTON (Northampton 807).  
 CAMBERLEY (Camberley 77).  
 HOUNSLOW (Hounslow 3454).  
 FINCHLEY (Finchley 0681).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0027/R)

BENTALLS, Ltd.,  
 1953 Jaguar Mark VII, black, brown upholstery, £895.

1950 Jaguar Mark V, black, brown upholstery, £495.—Kingston-on-Thames, Kingston 1001. (C1093)

H. R. OWEN, Ltd.,  
 FROM our large and comprehensive stock we have chosen the following cars as examples:—

NEW Mk. VII 'M' type saloon with automatic transmission, finished in pastel blue with blue leather upholstery.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley Street, London, W.1. Mayfair 9060. (C3043)

A.E. MOTORS offer 1952/3 Mark VII, cream and red, fitted radio, heater, burglar alarm. Mileage 24,000 only. Absolutely spotless. A joy to handle. Amazing value £665 : : : Palmerston Road, N.W.11. Tel. Mai. 4723. (C1011)

JACK ROSE, Ltd., offer 1953 model XK120, 3-seater, in green, genuine low mileage car, coachwork, hood, etc., almost unmarked, accept £795.—Stafford Road, Wallington, Surrey, Wal. 0677, Burgh Heath 2376. (C3096)

1949 Jaguar 2½-litre Mark V saloon, heater, extras, excellent condition, guaranteed; £425.—Falmers, 8, Russell Garden Mews, Kensington, W.14. Park 9704 and 5063. (C3094)



## USED CARS FOR SALE

## JAGUAR

## GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1955 Mark VIII British racing green, green hide, overdrive, 7,000 miles, one owner; £1,550.

1955 Mark VII, pearl blue/blue hide, fitted overdrive and radio, one owner; £1,225.

1955 Mark VIII, pearl grey, grey hide, radio; £1,175.

1955 Mark VII, black, tan hide, radio, moderate mileage, one owner; £795.

1955 Mark VII British racing green, green hide, fitted radio, one owner; £715.

1954 XK120 drophead, beige, red hide, one owner, an exceptional car; £1,015.

1950 Mark V Jaguar, green/green hide, radio, 1465 THE above cars have been carefully vetted in our own workshops and carry our 3 months guarantee.

4-6-8, Bishopbridge Rd., W.1. Ambassador 1041.

H. C. PAUL, Ltd.

1955 Jaguar XK 120 Roadster, grey, mileage 600 only; £1,095.

32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2.

1955 !!! 1947 Jaguar 1½ de-luxe saloon, special equipment, heater, etc. Choice 2. Also 1948 models available.

1955 !!! 1951 Jaguar Mark V convertible, full 6-seater drophead coupe, beautiful condition.

1955 !!! 1950 Jaguar Mark V de-luxe saloon, choice 2, both beautiful.

1955 !!! 1952 Jaguar Mark VII de-luxe saloon, only 2 owners, carefully used, choice also 2.

LAMB, of Wood Green (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Road, Finchley, Finchley 8222. (C2053)

1954 Mk. VII saloon, black/red interior, company director's car, superb condition throughout; 1955—Robbins, East Putney, Tel. 7881. (C3010)

1951 Mark V Jaguar saloon, radio, heater, 1485, payments—Oldfield, 386, Kensington High Street, W.14. WES. 6631. (C3029)

1948 JAG. Jaguar 1948 1½ litre saloon, sliding head, leather, heater, discs, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.

Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 Jaguar XK120 F/H coupe, 17,000 miles, R. and H. Michell, N. X. tyres, taxed December faultless; 1955—Philip Foster, 106, High Street, Uxbridge, Tel. Uxbridge 4252. (C3260)

1947 Jaguar 2½ litre saloon, excellent runner, clean condition throughout; 1955.

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford, Phone 6727/8. (C3099)

1955 Mark VII 'M' type saloon, fitted overdrive and heater, 11,000 miles, finished in green, immaculate, £1,250 or near offer—Lincolnshire Motor Co., Ltd., Brigg Road, Scunthorpe. Telephone 2834 or 5095. (3172)

1946 (July) 1½ litre special equipment saloon, black, brown hide, heater, exceptionally fine car, engine re-overhauled, including rebore and crankshaft, re-garaged 4,000 miles ago. Jaguar replacement gear box 2,000 miles ago. Recently had exchange shock absorbers, brakes refitted, new swivel pins and bushes. 1398.

J. DAVY, Ltd., 186/4, Kensington High Street, W.8. WESTERN 718. (C1068)

1954 Jaguar 2½ saloon, special equipment, delivery mileage, Exchanges, etc.—Autowork, Ltd., Southgate Street, Winchester, Tel. 4965. (C1010)

1955 Jaguar XK140 drophead, overdrive, 4,000 miles, as new, beige with red leather; £1,475.

XK120, June, 1953, hard top, full modifications, wire wheels, very fast, ivory, green leather, 1895.

—Johnson and Brown, 258-270, High St., Bromley, Kent. Ravensbourne 8841-2. (C2073)

1947 Jaguar E.E. 1½ litre saloon, black and brown, one owner; 1365—Beardmore, 26, Queensway, W.2. Baywater 0126. (C1013)

1952 Jaguar Mark VII, outstanding condition, 1875.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7770-8676. (C4016)

MURKETT BROTHERS, LIMITED, Jaguar Main Dealers.

1956 (Jan.) Jaguar Mk. VII saloon, 1,000 miles only, one owner, dark blue with grey upholstery, automatic gearbox, bench type seats, a unique opportunity to acquire a virtually new automatic Jaguar at the greatly reduced price of £1,700. Taxed for the year.

1955 Jaguar Mk. VII saloon, 800 miles only, synchromesh with overdrive, battleship grey with red upholstery, fitted seat covers, radio, and heater, exceptional opportunity to acquire this popular model at the greatly reduced figure of £1,500. Taxed for the year.

1955 Jaguar Mk. VII saloon, cream with red upholstery, 10,000 miles only, one owner, in new condition, numerous accessories, including link mats, H.M.V. radio, remote control aerial, rimbellishers, overdrive model. Taxed for the year; £1,250.

1955 Jaguar XK140 fixed head coupe, 5,000 miles only, white with red upholstery, one careful owner, condition as new; £1,395.

MURKETT BROTHERS, Limited, Huntingdon, phone 226, Cambridge, phone 2228, Peterborough, phone 3481, Bedford, phone 66322. (3241)

## JAGUAR

A.1 at BROWNS.

1954 Jaguar Mk. VII saloon, fully automatic gears, grey with red leather, heater and radio, 17,000 miles only, £1,250—W. J. Brown, Ltd., 539, Finchley Rd., N.W.3. Ham. 2284. (C1026)

TOLWORTH MOTORS, Ltd.

1955 (May) XK140 convertible, 4,000 miles, radio, superb condition; £1,595.

1954, XK120 convertible, 15,000 miles, immaculate, 1950—Kingston By-Post, Tolworth, Elmbridge 2254. (C4051)

COOMBS &amp; SONS (Guildford) Ltd., offer:—

1955 Jaguar XK140 fixed head coupe, one owner, fully modified engine, special brake drums, 2,000 miles, black/black interior, spotless car; £1,525.

JAGUAR Mark VII series 'M', overdrive, British racing green/green upholstery, 23,000 miles since new, one owner; £1,150.

COOMBS &amp; SONS (Guildford), Ltd., Portsmouth Rd., Guildford, Guildford 62907. (C1057)

DUNCAN HAMILTON &amp; CO. for Jaguars.

1955 Jaguar XK140 fixed head coupe, grey with red interior, fitted C type engine, special 4 exhaust system, chromium wire wheels, overdrive, Michelin X tyres, H.M.V. radio, with automatic aerial, heater, hand control throttle, spotlights, tailored mats, driver's head rest, etc., immaculate condition throughout, would cost £2,200 today, offered at £1,650.

1955 (July) XK140 fixed head coupe, 7,000 miles, birch grey with blue/black interior, one owner, unmarked throughout; £1,485—43, High Road, Byfleet, Surrey. Byfleet 3101 by day and night (C1091)

CHARLES FOLLETT, Ltd., Official Jaguar Agents, offer:—

1955 Jaguar M type, automatic gearbox, grey, radio, mileage 8,700 only, exhibition condition.

SHOWROOMS: 14, Berkeley Street, W.1. Mayfair 6264.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5638. (C2010)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Jaguar Mk. V; 1485—355, High Rd., Wembley, Middx. Teles. WEMBLEY 4423. (C4015)

1950 Jaguar Mark VII type 'M' hydraulic transmission, grey/red, radio, low mileage, one owner, £1,450—Odeon Motors, Ltd., Bar. 1144. (C3028)

XK120 Convertible, April, 1954, grey with red, radio, heater, immaculate throughout, exchange considered; 1950—Tel. Walsall 4972. (3127)

SLOCOMBES, Ltd.—see under Sports Cars. (C4017)

1954 Jaguar K.K.120 D/H coupe, black/tan leather, one owner, small mileage, as brand new; 1945—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

HENLYS, Ltd., Jaguar Service Department.

1954 Mk. VII 'M' type saloon with Borg Warner automatic gearbox, black, red leather; £1,725.

1955 Mark VII 'M' type saloon with overdrive, black, tan leather; £1,345.

1954 Mk. VII saloon, birch grey, red leather, radio; 1955.

1954 Mk. VII saloon, black, red leather; 1955.

1953 Mk. VII saloon, black, red leather; 1955.

1955 XK140 D/H coupe, cream, black hood; £1,465.

1954 XK120 D/H coupe, suede green, green leather, radio, £1,095.

1954 XK120 F/H coupe, British racing green, grey leather; £1,045.

1954 K.K.120 F/H coupe, grey, green leather, sunshade roof; £1,045.

1954 K.K.120 D/H coupe, cream, radio, wire wheels; 1955.

HENLYS, Ltd., Great West Road, Brentford, Middx. Ealing 3477. (3277)

1425, Jaguar 1½ litre 1947 saloon, engine reconditioned, excellent bodily and interior; choice 2.... Many others—Benmotors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017)

BEARDS, OF KINGSTON, Jaguar specialists, sales, spares, repairs—102, London Rd., Kingston. Tel. Kin. 3348. (0081/R)

1953 Jaguar Mark VII saloon, excellent condition, 2750—Persons and Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. (C2038)

K. J. MOTORS, Ltd., offer:—

1954 Mk. VII overdrive saloon, birch grey with leather, a one owner car in excellent condition; 1955.

1953 Mk. VII saloon, blue with blue leather, a one owner car, also in excellent condition; 1955—Widmore Road, Bromley, RAV. 3458. (3292)

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1475, Jaguar Mark V saloon, 1949 black with beige interior, fitted radio and heater, superb condition throughout.

1895, 1953 Jaguar Mk. VII saloon, black with beige interior, one owner, fitted radio, 23,000 miles, Queen's Road, Weybridge. 233. (3297)

1951 Jaguar 1½ saloon, 1198.

1955 S.S. Airline saloon, cream, 1115—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3086)

COMPTON &amp; FULLER, Ltd., offer:—

1955 Jaguar Mk. VII 'M' type with overdrive, grey, taxed, superb car, £1,175—Odeon Parade Elmers End, Beckenham, Bec. 3570. (C1110)

## JAGUAR

CHIPSTEAD MOTORS, Ltd., offer:—

XK 140 hard top, July, 1955 Pacific blue, white-wall tyres, twin pashlamps, washers, heater, etc., recorded mileage 2,900 only; £1,495.

XK140 hard top, Oct. 1955, grey/red, luggage rack, etc., recorded mileage 5,000; heater, £1,495.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Road, Kensington, London, S.W.3. Faxman 0083/7238/7154. (C1046)

ROSE &amp; YOUNG, Ltd., offer:—

1954 X.K. 120 drophead coupe, special equipment model, one owner, low mileage, as new, H.R.G., 1950.

1953 X.K.120 fixed head coupe, special equipment model, as new, black, 1950.

1953 Jaguar Mark VII saloon, low mileage, beautiful condition, dual colour; 1955.

1951 X.K. 120 sports 2-seater, fully modified, fitted radio, excellent condition, bronze; 1955—66-69, Sternhold Avenue, Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6444. (C3097)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1955 Jaguar XK140 fixed head coupe, full 'C' type specification, including chromium plated wire wheels, radio, speedo reading 6,000 miles; £1,595.

1954 (series) Jaguar Mark VII saloon, radiomobile, 14,000 miles, 1950—Portsmouth Rd., Thames Ditton, Emsbrook 5951-2-3. (C4001)

JEEP private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/2448. (0630/R)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchanges plan engine, gear box, clutch, etc.; noted for all American spares—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6666. (C3635/R)

1120 buys a special bargain—See Metamot, famous for 12 conversions—265, Beeline Lane, N.W.3. Hampstead 8231. (0627/R)

JENSEN

BROOKLANDS: WHOLESALE &amp; RETAIL.

NEW JENSEN '34' for demonstration, early delivery.

New Jensen Interceptor Cabriolet de-luxe.

1954 Jensen Interceptor saloon de-luxe.

CONFIDENTIAL Terms, Exchange.

105, New Bond St., London, W.1. Mayfair 8851. (C1029)

JOWETT

W.M. WELBECK MOTORS for Jowett.

1953 Javelin de-luxe, gold with red leather, mileage only 9,000. This car is indistinguishable from new, and is the finest Javelin we have offered for over a year—possibly it is the last such example in the country; 1600.

1955 Javelin de-luxe, in black with brown leather, screen washers, Acc rimbellishers, tubeless tyres; 1565.

1955 Javelin Stand-rd saloon, black with brown leather, mileage 20,000; 1475.

1951 Javelin de-luxe, grey with red leather, recently fitted with a full series III engine, all new tyres, the whole car is in quite exceptional condition; 1445—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1136. (C4049)

DICKS

1952 Jowett Javelin saloon de-luxe, series III engine; 1495.

DICKS CAR SALES, Ltd., 285-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

CAMDEN MOTORS Jowett Javelin saloon, 1952, engine just reconditioned, since when the car has not been used, beautiful silver-grey finish with hide interior, heater, etc., tip-top condition; 1475.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, Showrooms open until 8 p.m. (C1058)

CASS'S MOTOR MART, Jupiter sports 2½ seater coupe, green, heater, under 19,000 miles; 1525.

Written guarantee—S. Warren St., W.1. Euston 4110. (C1040)

1952 (Oct.) Jowett Javelin de-luxe saloon, black, beige upholstery, in exceptional condition throughout, equipped with oil cooler, radio, heater, spot and fog lamps, windscreen washers, etc., all in excellent order. Oil changed regularly each 1,500 to 2,000 miles, and virtually no oil used in between. Privately owned, further details on request; 1475.

Or owner might consider exchange for Ford Zephyr or Consul—Haywood, 2, Melbourne Street, Royston, Herts. Phone 2351. (3260)

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities—Bonnersfield Lane, Harrow, Tel. 6225-4. (0913/R)

JOWETT Javelin saloon, 1953, one owner, de-luxe, sunmetal grey, 22,000 miles, radio, literally as new; 1485.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Road, S.W.5. Fremantle 5471. (C3064)

LAGONDA

BROOKLANDS: WHOLESALE &amp; RETAIL.

New Lagonda 2½ Tickford saloon and coupe.

1955 series Lagonda 2½ Tickford four-seater drophead coupe.

104, New Bond St., London, W.1. Mayfair 8851. (C1029)

## USED CARS FOR SALE

## LAGONDA

GUY SALMON AUTOMOBILES, Ltd. offer:—  
1956 (model) Lagonda 2.6 litre four-cylinder drophead coupe, recent complete engine overhaul; 1795. Portsmouth Road, Thames Ditton, Esherbrook 6881/2/3. (C4001)

SLOCOMBES, Ltd. Lagonda—see under Sports Cars. (C4017)

2-LITRE Lagonda, 1932, low chassis, speed model tourer. Specimen condition throughout. Club member; 1195.—Box 9758. (3190)

1950 2.6 litre Lagonda saloon, racing green, whole car in nice condition. 1680.—Gibson "Treestoe", Baldwin Hill, Loughton, Essex. Phone Loughton 728 (evenings only). (3308)

1936 Lagonda Rapier 10 h.p. drophead four-cylinder coupe, a rare and popular model in nice condition; 1195. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.4 Hampstead 9490. (C1024)

CAMDEN MOTORS, Leighton Buzzard, 2041 Write for Catalogue. Showrooms open until 8 p.m.  
1936 Lagonda V12, short chassis, 4-door, 4-light sports saloon. Stated superb makers aluminium coachwork. Original and delightful condition throughout, black chromium, finest brown leather, matching accessories, superb history and full details on applications. Written guarantee; 388 gns. Hire purchase, part exchange.—Geoffrey Edwards, Ltd., Amersbury Lane, Harpenden, Herts. Harpenden 118. (C3000)

1935 Lagonda 8-litre, 3-door sports saloon, one owner, perfect condition, £2,300 or offers.—Cooke, Whyte House, Park Lane, Sandbach, Cheshire. Tel. 250. (3972)

## LANCHESTER

CABE'S MOTOR MART  
1933 (Nov.) Lanchester 14 saloon, fawn, heater, unblemished, one owner; 1765. Written guarantee. —S. Warren Street, W.1. Euston 4110. (C1949)

K.D.M. & CHERINGTON, Ltd., offer:—  
1955 Lancia Gran turismo cream, 30,000 miles, dated December; £2,200. (C3054)

9, ALBEMARLE ST., W.1. Tel. Grosvenor 5551. (C3054)

STRATSTONE, LTD. Lanchester Distributors.  
LANCHESTER 14 saloon (1933), fawn, green leather, 1545. (C4022)

LANCHESTER 10 saloon (Dec., 1946), blue, blue leather, 1475.—Stratstone, 40 Berkeley Street, London, W.1. MAYFAIR 4404. (C4022)

GUY SALMON AUTOMOBILES offer:—  
1952 (series) Lanchester 14 saloon, just fitted reconditioned engine unit, and not yet run in. 1605. Portsmouth Road, Thames Ditton, Esherbrook 6881/2/3. (C4001)

1933 Lanchester 14, dark green, beige leather, 17,000 miles, one owner; 1695. (C1048)

CLARKE & SIMPSON, Ltd. 49, Sloane Sq. S.W.1. Tel. Sloane 4727. (C1048)

## LANCIA

1955 Lancia Spyder, 4,000 miles, £2,000.  
1951 model Aurelia pillarless saloon, grey; 1975.—J. Thompson Motors, 21-2 Fulham Road, South Kensington, S.W.2. Ken. 4658. (C4028)

1955 Lancia, Grand Turismo saloon, excellent condition, low mileage, £2,150.—Woking Motors, (Maybury Hill) Ltd. Woking 6277-8. (C4007)

1939 Lancia Aprilia, 2 owners from new, late suspension, many extras; £285.—S. & S. Motors, Raywater 1644. (C4090)

LANCIA Aprilia, 1938, engine just reconditioned, new Marchal lamps and carpets; also 1939 Wheels, good, clean car, well maintained; £320 o.n.o. 181 Downing St., St. George's Rd., Dorchester. (3181)

ASTURA, 1939 3-litre Sardinia saloon, 1150, 475 deposit, Aprilia, 1938, 30,000 miles since new! original cellulose; £240, 1170 deposit.—Searle, Ltd., 26, Church Street, Hampton, Molesey 2142/3. (C4069)

1938 series Lancia Aprilia saloon, a very good example of this rare model, pale blue; £285. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.4 Hampstead 9490. (C1024)

1936 series Lancia Aprilia 4-door pillarless saloon, in condition as new, small mileage; £1,300. Can be seen and tried at LANCIA (England), Ltd., 973, Ealing Road, Alpton, Tel. Pervale 8854. (3500)

MOSS (CAMBRIDGE), Ltd. Lancia distributors usually have one or more small mileage cars for sale; Gran Turismo and saloons available for demonstration.—146, Hills Rd., Cambridge. Tel. 87619. (8124)

## LEA FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors Lea Francis, London and Home Counties offer:—  
1951 Lea Francis 14 h.p. sal., maroon, 1 owner, 3,000 miles. Fully serviced and guaranteed. 1545. (C1018)

1951 Lea Francis 18 h.p. streamlined sal., black, one owner, modern appearance, comfortable seating, exceptional performance; 1625. (C4036)

SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266. (C4036)

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5938. (C2910)

## LEA FRANCIS

1975, 1948 Lea Francis fixed head coupe, black with maroon interior, fitted heater, excellent condition throughout.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. (C3250)

1945 gns. Lea Francis 1948, 11 h.p. black V7 streamlined sports saloon, leather, 1795, radio, heater, very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6641. (C4018)

1950 (model) Lea-Francis saloon, heater, radio, exceptional car; 1485.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (3095)

## LIMOUSINES

JACK ALPE OFFERS LIMOUSINES.  
AUSTIN 1951 L.W.B. private Sheerline, 1950. (C1098)

AUSTIN 1951 16h.p. Hircar, 1465. (C1098)

HUMBER 1952 Limousine, leather, 1925. (C1098)

HUMBER 1952 Imperial T-passenger, 1945. (C1098)

ROLLS-ROYCE 1936, 30 h.p. outwep back, 1958. (C1098)

ROLLS-ROYCE 1934, 35 h.p. Hooper, 1938. (C1098)

WOLSELEY 1949, private, 23,000, 1950. (C1098)

JACK ALPE LIMOUSINES, 20, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103)

CAMDEN MOTORS, the Limousine Specialists, see selection in Used Car Bargains this issue. (C1098)

1951 Austin Limousine T-water face forward, one private owner, 25,000 miles only, radio, heater, exceptional condition; 1995.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Telephone Hyde Park 9154. (1096)

ALPE & SAUNDERS, LTD., Providence Court, North Audley Street, W.1. Mayfair 2941 (near Selfridges). (C1096)

LIMOUSINES, Armstrong, 1952, 18 h.p. wide face forward occasionalia, leather throughout, one private owner, 1445. Another, July, 1951, 1795. (C1096)

A. & S. Austin Hircars, full range 1951/1953, from 1925. Extras if fitted Standard dress. (C1096)

LIMOUSINES, Austin long wheelbase Sheerlines, 1951/1952, full width occasionalia, radio and heater, selection of three from 1925. (C1096)

A. & S. 1953 Austin Sheerline saloon, black, low mileage, faultless condition throughout, 1715. (C1096)

LIMOUSINES, Buick, C.O. series, black, wide face forward seats, above average condition, 1225. (C1096)

A. & S. Limousines, Humber, full range of Pullman and Imperial T-passenger cars, 1947/1954, leather and cloth, privately owned, above average condition, from 1525/11,085. (C1096)

LIMOUSINES, MORRIS, 1948, 14 h.p. taxi, sound condition, good cellulose and tyres, selection 1175/1250. (C1096)

A. & S. Limousines, Packard Super Eight de-luxe, 1938 series, partition and wide face forward occasionalia, cellulose black, in exceptional condition, 1495. (C1096)

LIMOUSINES, Rolls-Royce 25/30 h.p. selection 1937/1939, all privately owned cars, in exceptional condition, with history, from 1795. (C1096)

A. & S. Limousines, Rolls-Royce Phantom 11, 1933, 1934; 1936, all with face forward seats, disc, bumpers etc., 1175/1400. (C1096)

LIMOUSINE Specialists for over 30 years. (C1096)

ALPE & SAUNDERS, Ltd., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges). (C1096)

## LINCOLN

BROOKLANDS:  
LINCOLN Continental Mark II and V8 Thunderbird on show and demonstration. (C1020)

BUY or sell with confidence. Exchanges. (C1020)

1952, New Road St., London, W.1. Mayfair 8851. (C1020)

1949 Lincoln convertible, radio, heater, overdrive, power hood, outstanding condition; 1585. (C4016)

SCOTT CARS, 241 7, Finchley Road, Hampstead 7779, 8076. (C4016)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. Lincoln Cars Ltd., Great West Rd., Brentford, Tel. Ealing 4000-9. (0747/8)

## MERCEDES-BENZ

BROOKLANDS: Appointed Repairs.  
NEW Mercedes 300 SL sports and C saloon de luxe. Also 220 'A' saloon de luxe. (C1096)

1955 Mercedes 220 'A' saloon de luxe, 9,000 miles, B.L.Y. or sell with confidence. Exchanges. (C1096)

103, New Bond Street, London, W.1. Mayfair 6351. (C1096)

TAYLOR & CRAWLEY offer:—  
1953 Mercedes-Benz type 220A saloon with sliding roof, 8,000 miles, maintained by us and in beautiful condition. —1475. (C4036)

1954 Mercedes-Benz 300 saloon power servo brakes, company maintained by us, £1,965.—Taylor and Crawley, Hy. Park Corner, 33, Grosvenor Crescent, S.W.1. Tel. Sloane 5218. (C4036/1)

TAYLOR & CRAWLEY offer:—  
1953 (Mar.) Mercedes-Benz type 300 S.L. 7,000 miles, beautiful condition, £2,775. (C4036)

1953 (Nov.) Mercedes-Benz type 300 S.L. 4,000 miles, late-brake, quite immaculate, £2,375. (C4036)

1954 Mercedes-Benz 300 sal., de luxe, immaculate condition throughout; fitted radio, £1,995. (C4036)

TAYLOR & CRAWLEY, 42a, South Audley Street (entrance Adams Row), Mayfair, W.1. GRO: 6881. (C4036)

1954 Mercedes 170 diesel at new. 1975. —Manfield Autos Ltd., 48, Fitzroy St. London, W.1. Euston 2387-8. (C3001)

## MERCEDES-BENZ

SILVERTHORNE MOTORS LTD. offer:—  
1955 (August) 300 SL; cellulosed red; beige/red interior, 9,000 miles; one owner; specially installed twin speaker radio; twin Bosch foglamps; other extras. We consider this to be the most attractive and best conditioned 300 SL available. Any inspection invited. Just completely serviced by makers. £2,450—11, Fitzroy Square, W.1. Euston 7811. (C4011)

WOKING MOTORS Mercedes Distributors offer:—  
UNIQUE opportunity to acquire the only new Mercedes 300 SL available anywhere to the following manufacturers' specifications, and at list price. (C4011)

NEW 1956 300 SL special lightweight body, knock-on wheels; racing cams; shock absorbers and springs; high gear ratio axle; colour of white. (C4011)

1956 Mercedes 220 A saloon; blue; under 2,000 miles; exchanges and terms.—Maybury Hill Garage, Woking 4377 and 8. (C4057)

JOHN S. TRUSCOTT, LTD. for Mercedes-Benz.  
ONLY the best examples are offered. Superb 1955 type 300 S.L. 5,000 miles only. Supplied and serviced exclusively by us. One nearly new 1955 type 220A. Also an exceptional 1951 type 170S saloon left-hand drive. 1975. Most new models for immediate or early delivery, including one type 180D at pre-Budget price. Our demonstration cars are here for you to drive. (C4057)

JOHN S. TRUSCOTT, LTD. for Mercedes-Benz, 173, Westbourne Grove, W.11. Baywater 4374. (C4058)

1955 Mercedes-Benz 300 SL coupe; 6,800 miles only; knock-on wheels; just passed by makers; perfect. £2,550. (C4058)

1954 Mercedes-Benz 300 saloon; 1,600 miles; R and H; faultless. £1,950.—Philip Foster, 106 High Street, Uxbridge. Tel. Uxbridge 4202. (3239)

MERCEDES-BENZ. 1935. RHD supercharged 500K four-cylinder DMC. Recent 1400 works overhaul, bills to show. New hood and respay.—International Sales, Brompton, London, W.1. (C1096)

ROSE & YOUNG offer: 1935 Mercedes-Benz 300 SL; very beautiful car; knock-on wheels. £2,450.—43-49, St. John's Avenue, St. John's Hill, S.W.3 (one mile St. John's Hill Stn.). Tel. Hill 6464. (C3057)

1955 (reg. February 1956) type 300B de luxe saloon; black/beige leather; 950 miles from new; original list price £2,700. Our price £3,195.—Carol's Garage Ltd., Wolverhampton Rd., Causeway Green, Oldbury Birmingham. (3301)

## MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Great West Road, Brentford, Tel. Ealing 4000-9. (0748/9)

## M.G.

WARWICK WRIGHT LTD. offer:—  
1954 M.G. Magnette saloon, grey with grey upholstery, heater, 12,000 m. —2445. (C4045)

WARWICK WRIGHT LTD., 180 New Bond St., W.1. Mayfair 8781. (C4045)

CHARLES FOLLETT LTD. offer:—  
1955 M.G. Magnette sal., colour maroon, 12,000 miles, one owner. Supplied new and regularly maintained in our Service Station. 1285. (C4045)

THREE months guarantee.  
SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266. (C4045)

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C3010)

PARADE MOTORS (MITCHAM) LTD. offer:—  
1953 M.G. TD green with green upholstery, fitted full tonneau cover, heater low mileage, spare unused. 1490. (C4045)

1955 M.G. TD black with beige upholstery, fitted new hood and tonneau cover, heater and twin spotlights. 1485. (C4045)

1951 M.G. TD green, 1100 c.c. ex-Dick Jacobs car. This car suitable for competition or road work. 1490. (C4045)

1949 M.G. TC red with beige upholstery, radio luggage carrier, plastic hood, windtone, 16 inch wheels. 1583. (C4045)

1948 M.G. TC black with beige upholstery, reconditioned engine, in really superb original condition. 1565. (C4045)

1947 M.G. TC green with beige upholstery, first-class condition. 1555. (C4045)

1946 M.G. TC green and black exceptional condition, beige upholstery, many extras. 1535. (C4045)

1955 M.G. TA red with red upholstery, specimen motor car. 1535; choice of two. (C4045)

PARADE MOTORS (Mitcham) Ltd., 43-47 Monarch Parade, Mitcham, Tel. 3392. (C3036)

GUY SALMON Automobiles Ltd. offer:—  
1954 M.G. Magnette; 11,000 miles; immaculate condition; 1785.—Portsmouth Road, Thames Ditton, Esherbrook 6881/2/3. (C4091)

H. A. SAUNDERS LTD. offer:—  
1954 Magnette; black; red upholstery; recorded mileage 12,195; 1785. (C4091)

H. A. SAUNDERS, LTD., 836-848, High Road, North Finchley, N.12. Hillside 8778 (8 lines). (C4092)

H. A. SAUNDERS LTD., Worcester  
1955 M.G. Magnette saloon; registered September; 4,000 miles; fitted radio; turbo ducts, etc.; immaculate; B.M.C. guaranteed. 1915. (C4092)

AUSTIN House, Castle Street, Worcester. Tel. 6371. (C4092)

1955 (June) M.G. Magnette, duo green, 10,000 miles, radio, heater, 4-wheel, beautiful condition, term by appointment only.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 6394. (C1018)

JACK ROSE LTD. M.G. agents and stockists, offer 1954 Magnette in maroon. Almost unmarked inside and out. Open to any examination. 1745.—Stafford Rd., Wallington, Surrey. Wai 6677. Burgh Heath 3376. (C3058)

1955 11 1949 M.G. TC sports 3-seater, only two owners, small mileage, beautiful condition. (C3058)

LAMB & WOOD GREEN (established 1897), 100, Parkway, Farnley, Farnley 6323. (C3058)



## USED CARS FOR SALE

## M.O.

PERFORMANCE CARS LTD. offer an unparalleled selection of M.G.s:—

M.G. A 3-seater; blue; works mileage; 1956; £916.

M.G. TF 1250cc; cream; very clean; 1954; £596.

M.G. TD 1250cc; green; many extras; 1955; £535.

M.G. TD 1250cc; hard top; one owner; 1955; £515.

M.G. TD 1250cc; green; very fast; 1953; £495. M.G.

TC 1250cc; radio; blue; 1948; £385.

M.G. TC 1250cc; red; with extras; 1949; £375. M.G.

TC; black; recon. engine; 1947; £365.

M.G. TC 1250cc; black; full tonneau; £325. M.G. TF

1250cc; green; attractive; 1959; £295.

M.G. TB 1250cc; black; nice car; 1959; £275. M.G.

TA 10hp Tickford; 1938; £275.

M.G. TA 10hp; black; very fast; 1937; £255. M.G.

J2 8hp; beautiful condition; 1933; £195.

M.G. 10hp 3-litre saloon; 1936; £195. M.G. 10hp 2

litre drophead; two from £175.

M.G. VA 1 1/2 litre 4-seater tourer; 1933; £295. M.G.

V type saloon 1 1/2 litre; green; £245.

M.G. Lister 1467cc Layall; 1932; £395.

Most important: spares available for all models, servicing, tuning; advice gladly given.

M.G.s urgently wanted. Immediate h.p. and insurance, cars and motor cycles taken in part exchange; showrooms open

from 9 a.m. to 7 p.m. week-days and Saturdays; 11 a.m. to 4.30 p.m. Sundays; and illuminated at night.

PERFORMANCE CARS, LTD., Great West Rd., Brentford, Middlesex. Ealing 8941.

1948 M.G. 1 1/2 litre saloon; immaculate coachwork and interior; £375.—Kirkdale Cars, Cobb's Corner, Sydenham

S.E.26. Sydenham 6129. (C3068)

476 gns. M.G. Midget-1938 TD 2-seater; ivory; red leather; heater; screen washers; looms covers; luggage carrier; one owner; excellent condition; taxed; terms; exchanges.—Rowland Smith, below:—

1945 gns. M.G. Midget November 1948 TC 2-seater; red; fawn leather; heater; luggage carrier; excellent condition. Choice of 6 midgeets. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4016)

1954 (July) Magnette; black; maroon leather; one owner; underserved; new tyres; meticulously maintained; really excellent condition; £700; see central London.—Tel. Westminster Gunter 277, or Box 0722. (3139)

1937 (Aug.) M.G. VA 12hp open sports; four-seater; new hood; B.S.G.; clean; good mechanically; unused tyres; £1195. Exchanges, terms.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 M.G. TC 2-seater; light blue; twin horn; new tyres; reconditioned engine recently fitted; excellent performance; £350.

CHEAM Motor and Engineering Co. Ltd., Ewell Road, Chess. Vigilant 0125. (3317)

ROSE & YOUNG Ltd. offer:—M.G. A sports 2-seater; 700 miles only; unmarked bargain at £965.—65-66, Stretford Ave., Stretford Hill, S.W.2 (one minute Stratford Hill Station). Tulse Hill 6454. (C3057)

TANKARD & SMITH Limited offer 1954 M.G. Magnette; black/green leather; one owner; heater; screen washers; exceptional condition; £780; three months written guarantee.—194-198, King's Road, Chelsea, S.W.3. Flaxman 4801. (C4025)

M.G. TD 1932 model; excellent cond.; many extras; only 12,000 miles since complete overhaul.—Phone Nelson (Lanc.) 2181; evenings 2429. (3329)

UNIVERSITY MOTORS, LTD., guaranteed cars always available.—90, Piccadilly, W.1. Greenway 4141. (0890/R)

CLUBMAN AUTOS LTD. for M.G. Midgets.

1946 TC black two-seater sports, red leather, new hood, many extras, excellent condition. £330.

H.P. terms and exchanges.—138/143, High St., Tooting S.W.17. Balham 5494. (C1095)

HERE is the cheapest 1938 (November) 3 litre saloon obtainable, excellent condition generally. £165. Spare urgently required.—Edgar, 143a, Golders Green Road, N.W.11. Speedwell 0014. (C4004)

BEARDS OF KINGTON, M.G. specialists; sales spares repairs.—109, London Rd., King's Cross. Tel. Kin. 3345. (0093/R)

1951 M.G. 1 1/2 litre saloon, excellent condition. £495.—Parsons and Parsons (Garages) Ltd., Potter St., Harlow. Potter Street 137. (C3039)

1950 Tojeiro M.G. sports two-seater. Ex-Lionel Leonard. Ready for season's racing. £550.

JAMES EDWARDS (Chester) Ltd., The Northgate, Chester. Tel. 25123. (C3099)

M.G. Magnettes; choice of three: 1955 (September); 5,000 miles. £845.

1955 (May) 12,000 miles; £795.

1954 (May) 15,000 miles; £695.

MORLEY, 76, Cambridge Rd., Kingston-on-Thames. Kingston 9835.

M.G. TA 1937; 6,000 miles since engine re-built; carefully maintained; £240.—Box 0737. (3139)

1953 (February) M.G. TA 19,000 miles; extras; very good condition all round; £485.

J. DAVY LTD., 180/4 Kensington High Street, W.8. Western 7181. (C1069)

SLOCUMBS LTD.—See under Sports Cars. (C4017)

## MORGAN

AS new 1956 X4 3-seater tourer; red; black upholstery; ex-works; makers guarantee; list £445; accept £795 o.n.o. for quick sale.—Phone London Flaxman 2163; Liverpool Stoneycroft 1878. (3323)

## MORRIS SIX

1956 (October) Morris Six; excellent condition; bargain; £299.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7770/8676. (C4016)

## MORRIS MINOR

H.P.G.

1952 Minor Convertible; one owner; 4,000 miles since engine overhaul; new fitted Alta o/v cylinder head; four

branch exhaust and twin s.u.'s; bodywork very smart; the quickest Minor in captivity. £435. Terms, exchanges.—Highams Park Garages Ltd., Beverley Road, Highams Park, E.4. Larkwood 7205. Sunday 2031. (C1096)

TOLWORTH MOTORS LTD.

1955 (Nov.) Minor Travellers; 2,000 miles; heater; one owner; as shown; £399.

1954 Minor 2-door de luxe; 5,000 miles; heater; one owner; immaculate; £335.—Kingdon By-Pass, Tolworth, Elmbridge 2254. (C4081)

WARWICK WRIGHT LTD. offer:—

1954 Morris Minor convertible; green; green upholstery; heater; 16,000 miles; £495.

WARWICK WRIGHT LTD., 150 New Bond St., W.1. Mayfair 9761. (C4945)

H. A. SAUNDERS, LTD. offer:—

1955 Minor four-door saloon; grey; red upholstery; £565.

H. A. SAUNDERS, LTD., 636-642, High Road, North Finchley, N.12. Hillside 3272 (3 lines). (C4092)

COOMBS & SONS (Guildford) Ltd. offer:—

VERY late 1955 Morris Minor Travellers car; black/red interior; wood body; 2,000 miles only; heater; loose covers, etc.; entirely as new; £635.

COOMBS & SONS (Guildford) Ltd., Portsmouth Road, Guildford, Guildford 62907. (C1057)

PRIDE & CLARKE LTD., 1955 Morris Minor 4-door saloons. Choice several from £499. 1954 3-door; low mileage; £459. 1954 Convertible; 16,000 miles; heater; £499. 1952; £369.—Stockwell Rd., S.W.9, BRITONIA 6251. (C3068)

1955 Morris Minor saloon; an unblemished example; £530.

1955 Morris Minor Convertible; superb condition; £485.

—Smith and Hunter, 376, Kensington High Street, W.14. Tel. Western 2312. (C4019)

tee.—Lankaster Eng. Co. Ltd., 89-95, Eden St., Kingston. Kin. 3151-6. (0646/R)

1953 Morris Minor 2-door saloon; recent o/h. £625.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3093)

1953 Morris Minor 2-door de luxe saloon, grey; £585.

—F. L. Cranmore Ltd., Pottery Bar 3040.

1955 November Morris Minor 2-door de luxe; o/h; underserved; one owner; private sale; £480 o.n.o.—Box 0797; Lee Green 0360. (3323)

SIMPSON'S MOTORS (Wembley) Ltd., English Car Sales Division offer:—

1953 Morris Minor; immaculate; £425.—355, High Road, Wembley, Middx. Tel. Wembley 4423. (C4015)

1954 (Mar.) Minor Convertible; one owner; grey/vynide; windscreen washers; £435.

J. DAVY LTD., 180/4, Kensington High Street, W.8. Western 7181. (C1069)

1955 Avg. Morris Minor 2-door; black; heater; 8,000; £528.—1, Woodview, Grays Rainham 2445. (3129)

1954 Morris Minor 2-door saloon; green; green leather; heater; 4,900 miles; one owner; £495.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1 Tel. Sloane 4727. (C1048)

1956 Morris Minor Convertible; 14,000 miles; grey/red; heater.—Salmons Garages Ltd., Temple Bar 3335. (C4729)

1953 Morris Minor 2-door saloon; black/red; outstanding condition; £465.—Haston Cross Garage, Feltham 2176. (C3092)

1955 1955 Morris Minor convertible; excellent condition; terms.—Autonips, 5, Balham High Rd., Balham 1609. (C1060)

1950 Morris Minor 2-door saloon; special metallic grey; really good condition throughout; £345. Exchanges, deferred terms.

JOHN S. TRUSCOTT, LTD., 173 Westbourne Grove, W.11. BAYwater 4274. (C4683)

495 gns. Morris Minor late 1955 series II saloon, 6,000 miles; spare unused. Terms, exchanges.—Rowland Smith, below:—

425 gns. Morris Minor 1953 series II saloon; one owner; exceptional. Terms, exchanges.—Rowland Smith, below:—

365 gns. Morris Minor 1951 tourer; excellent condition. Choice of 10 Minors. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1952 Morris Minor two-door saloon; heater; excellent throughout; guaranteed; £375.—King's Motors, 1, High Street, Hounslow 3528. (C2049)

1955 (late) Morris Minor saloon; black; 3,000 miles; as new; £320.—Lynchon Garage Ltd., Hampstead Garden Suburb. Speedwell 3350/3500. (3166)

SPORTSMAN'S car; '53 model; Derrington Conversion; heater; sports car; washers; spots, etc.; £450.—34, Huddleston Road, London, N.7. Nor. 5118. (3191)

1954 Morris Minor Traveller; fitted heater; low mileage; one owner; £500.—S. BOWEN & SON, Hillside Garage, Edgware. Tel. Edgware 4464. (C1023)

1955 Morris Minor four-door de luxe; heater; one owner; splendid little car; £415.—Kirkdale Cars, Cobb's Corner, Sydenham, S.E.26. Sydenham 6129. (C3068)

## MORRIS 1050

H. C. PAUL LTD.

1956 model Morris 1050 de luxe saloon; 2,600 miles; £765.

—52, Bruton Place, Berkeley Sq., W.1. Mayfair 0821 2. (C3041)

WESSEX MOTORS, St. Cross Road, Winchester.

1956 registered Morris 1050 de luxe saloon; nominal mileage; as new.

TELEPHONE Mr. Hurst, Winchester 5565. (C4087)

## MORRIS EIGHT

SIMPSON'S MOTORS (WEMBLEY) LTD., English Car Sales Division, offer:—

1955 Morris 8 utility (choice of two). £35.—355, High Road, Wembley, Middx. Tel. Wembley 4423. (C4015)

1948 Morris 8 series E; two door saloon; green and black; immaculate throughout; £215.—Pottery 2770. (C3089)

295 gns. Morris 8 1948 saloon; sliding head; leather; excellent condition; terms; exchanges.—Rowland Smith, below:—

145 gns. Morris 8 1938 tourer; excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1946 series E Morris 8 hp 4-door de luxe saloon. Externally reconditioned mechanically. Fantastic extra equipment including heater, tone horns, twin fog-lamps, hubcap washers, Michelin tyres. Immaculate bottle green cellulose, brown leather. Full details on application. Written guarantee. 310 gns. Hire purchase, part exchanges.—Geoffrey Edward, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C3060)

## MORRIS TEN

BRUTONS.—1948 Morris 10 saloon; exceptional; £290.—Fremantle 9129. (C1104)

1937 (December) model Morris 10; engine and body good condition. £200 or would accept hire purchase terms.—Apply Heathfield Garage, Heathfield Road, Wandswoth Common, S.W.18. Battersea 5057. (3381)

## MORRIS COWLEY

H. A. SAUNDERS, LTD. offer:—

1954 Cowley saloon; black; red upholstery; £385.

H. A. SAUNDERS, LTD., 636-642, High Road, North Finchley, N.12. Hillside 3272 (3 lines). (C4092)

## MORRIS OXFORD

NEWNHAMS LTD.

1953 Morris Oxford saloon; excellent condition. £445.

NEWNHAM HOUSE, 223-245, Hammermill Road, London, W.8. Riverside 4646 (3 lines). (C3024)

CAR MART LTD.

1954 Morris Oxford series II saloon; radio; heater; £595.

CAR MART LTD., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

PHILIP RICKARDS LTD. offer:—

1953 Morris Oxford saloon; black/red; 4,900 miles. Part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. GROvenor 4772/3. (C3031)

H. A. SAUNDERS, LTD. offer:—

1955 Oxford Travellers car; grey; red upholstery; heater; recorded mileage 3,545; £785.

H. A. SAUNDERS, LTD., 636-642, High Rd., North Finchley, N.12. Hillside 3272 (3 lines). (C4092)

COMPTON & FULLER LTD. offer:—

1954 Morris Oxford phase II; grey; heater; absolutely as new; £585.—Odeon Parade, Elmers End, Beckenham, Bec. 3570. (C1110)

SIMPSON'S MOTORS (Wembley) Ltd., English Car Sales Division offer:—

1953 Morris Oxford; £435.—355, High Road, Wembley, Middx. Tel. Wembley 4423. (C4015)

1954 Morris Oxford; fitted heater; £475.—7, George Yard, Grosvenor Square, W.1. Mayfair 6181. (C3008)

1956 Morris Oxford estate car; delivery mileage. Exchanges, etc.—Amovork Ltd., Southgate St., Winchester Tel. 4865. (C1010)

1953 Morris Oxford; black; overhauled; £485.—Smith and Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

1954 Morris Oxford series II saloon; green; heater; staff car; immaculate; £575.—Michael Christie Motors, Bicester Road, Aylesbury, Tel. 4727. (C1094)

1952 October Morris Oxford saloon; black; red upholstery; new tyres; good condition; view Teddington; £430.—Ring Kingston 7575, or MANHON House 2958. (3178)

1955 1 1/2 1955 Oxford saloon; black; red leather; heater; 6,000 miles only; one owner; unmarked throughout.—G. S. Hall, Ltd., 302/6, Kings Street, Hammermill, W.8. Riverside 2881. (C3160)

1953 Morris Oxford saloon; green; in really beautiful condition throughout; £475.—Coles Garages Ltd., 42, Worple Road, S.W.19. Wimbledon 0195 and 12-14, Castle Parade, Ewell 2393. (C1034)

£385 1 1/2 1950 Morris Oxford saloon; excellent condition; choice two.

LAMBS of Wood Green (Established 1897); 100 guaranteed cars; exchanges; hire purchase; £31-£35, High Road, Finchley. Finchley 6223. (C3023)

1949 (July) Morris Oxford; Clarendon grey/red leather; heater; 25,000 miles; a one owner car and in exceptionally clean condition. £470.

ALTWOOD GARAGE, Altwood Road, Maidenhead. Tel.: Littlewick Green 70; evenings and weekends Littlewick Green 3076. (C1167)

1955 Morris Oxford Traveller; 15,500 miles; beige; red leather upholstery; radio; heater; Trico screen washers; radiator blind; Marshall fog lamp; twin wing mirrors; bumper alarm; spare unused; price required £750.

ALSO new unregistered Oxford Traveller; grey with red leather; available below list.

LAWRENCE, 31, Avondale Avenue, Esch. 'Phone Em-Jerbrook 1719. (3102)

## OLDSMOBILE

PANTILES SERVICE GARAGE, Ltd., Guildford. Tel. 4326.

1947 (July) Oldsmobile Rocket saloon, heater, R.H. drive, first class condition; £395. (C3035)



## USED CARS FOR SALE

## PACKARD

1961 Packard, right-hand drive, automatic gear, radio, heater, grey.  
1959 Packard, 1800 overhaul, 8,000 miles. £350.  
81-5, Fulham Road, South Kensington, S.W.3. Ken 4688. (C4028)

## DYNA PANHARD

DYNA, 1952 (reg. Nov. '51) 4-seater cabriolet, 750 c.c. fwd., aircooled, right hand drive, attractive, fast, economical; £435; terms, exchanges. — Panhard Concess.aires, 10, Winchester Mews, N.W.3. Pri. 6159. (C327)

DYNA, 1952 (reg'd 1951) 750 c.c. 4-seater Cabriolet, R.H.D., attractive, fast, economical, £435. Terms, exchange—T. and F., 10, Winchester Mews, N.W.3. Primrose 2647. (C311)

## PORSCHE

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer:—  
1955/6 Porsche 1600 cabriolet, ivory, black hood, radio, many extras, mileage under 5,000, one owner, passed by works as new; £1,890. Maximum R.P. (C1001)

PORSCHE 1600 hard top, white (1956), ex-demonstrator, 9,000 miles; £1,700.  
PORSCHE 1500 hard top (1955), silver metallic, 26,000 miles, £1,375.

PORSCHE 1500 hard top (1954), Adria blue, 33,000 miles, £1,300—A.F.N., Ltd., Falcon Works, Isleworth, Tel. Hounslow 0011. (C2015)

1954 1500 c.c. drophead, leather upholstery, radio, many extras, 1,400 miles, one owner, £1,375—S. & S. Motors, Bay 1644. (C4090)

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361. Specialists in Porsche repairs and service. (0629/R)

## PONTIAC

## CASS'S MOTOR MART.

1950 (Nov.) Pontiac 6 Chieftain 2-door saloon, radio, and heater, unblemished, one owner, £695. Written guarantee.  
5, Warren St., W.I. Euston 4110. (C1040)

## PEUGEOT

B. J. HUNTER, Ltd.  
1955 Peugeot 203 saloon, very economical, fitted overdrive, £795.—22/26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040)

## RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Gt. Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (0621/R)

1954 (April) Bristol Warrior 2-litre sports, red/leather. Two owners. An outstanding sports racing car. Owner forced to sell because of call up, £1,350.  
J. DAVY Ltd., 180/4, Kensington High Street, W.8. WES. 7181. (C1049)

## RENAULT

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656. (0421/R)

1954 Renault 750cc saloon, small mileage, one owner, £475.—Automiles (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555/2155. (3082)

CHIPSTEAD MOTORS Ltd. offer:—  
1955 750 de luxe, sliding roof, radio, lamps, etc., neg. mileage, grey, £565.

CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

## RAILTON

1946 Railton drophead, Harold Radford body, telecontrols, heater, bills for £390. Outstanding car, £245, terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel: Hampstead 5712. (C1032)  
1939 series Railton 28 h.p. straight 8, fitted superb coachbuilt razor-edged 4-door, 4-5 seater sports saloon by Coachcraft, with graceful swept tail, incorporating spacious luggage compartment. Immaculate olive-green coachwork, triple gold and white coachlines, beautiful green leather upholstery, superbly polished interior woodwork with accessories to tone. Equipped heater, sprung steering wheel, remote control gearbox, telecontrol shock absorbers, tone horns, pass light built-in rear lights, comprehensive instrument lay-out, two-way adjustable seating, sun visors, concealed suitcases, opening quarter-light windows etc. Fitted works reconditioned engine, excellent tyres/battery. A superb motor, fully serviced throughout. Written guarantee. £285 gns. Hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

## RILEY

J. JAMES (LONDON) Ltd.  
1955 Pathfinder, blue, grey upholstery, 8,000 miles, £1,125.

1955 Pathfinder, maroon, beige upholstery, 17,000 miles, £1,075.

1955 Pathfinder, black, beige upholstery, 18,000 miles, £1,050.

1954 Pathfinder, blue, grey upholstery, 28,000 miles, £925.

1953 2½-litre, black and grey, red upholstery, 22,000 miles, £775.

RILEY CARS, 55 and 56, Pall Mall, S.W.1. Tel. TRA. 7311. (3242)

RUSSELL MOTORS offer:—  
1955 (Model) Riley Pathfinder, 16,000 miles, fitted sun-roof, radiator blind and other extras, £965.

RUSSELL MOTORS (Knightsbridge) Ltd., 47, Sloane St., S.W.1. Sloane 9284. (C3060)

## RILEY

WM  
1955 Riley Pathfinder saloon, dark blue and grey with red leather, radio, heater, mileage 10,000 only, absolutely as new, £1,075.—Welbeck Motors Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station). Welbeck 1139. (C4019)

DICKS.  
1949 Riley 2½-litre saloon, very fast and attractive car, £450.

DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

1956 model Riley Pathfinder sln., genuine 2,600 miles only, radio, Ripco condition, £1,250.

1955 Riley 1½-litre saloon, radio, heater, one owner, 10,000 miles. Ripco condition, £975.

RIPCO Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052)

TANKARD & SMITH Ltd. offer 1954 Riley 1½-litre saloon, blue/grey leather, one owner, 17,000 miles, heater, immaculate condition, £845. Three months written guarantee.—194-198, Kings Road, Chelsea, S.W.3. Flaxman 4801. (C4025)

RILEY 1½ litre Falcon saloon, 1937 (Oct.), 79,000 miles. £250. Overhaul 17,000 back, resprayed, bills and history available, £195.—Bedford 4356. (3182)

RILEY 1½, 1952, Motorola and heater, very good condition, £350.—Eltham 1768. (3303)

1936 Riley 9 Merlin, good condition throughout, recent £43 engine overhaul, owner emigrating, £155 o.n.o.—Pinner 3359. (3185)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Rileys in the country.

C. & S. new Pathfinders, full range of colours, immediate delivery.

C. & S. 1955 (January) Pathfinder, black/beige leather, one owner, 14,000 miles, £1,045.

C. & S. 1953 model (November '52) 2½-litre, black/brown leather, heater, screen washers, £685.

C. & S. 1953 (July) 2½-litre, black/beige leather, heater, immaculate condition, £735.

C. & S. 1952 (March) 2½-litre Silver Streak/maroon, 29,000 miles, washers, covers, £665.

C. & S. 1950 (January) 2½-litre, duo green/green leather, engine overhaul, taxed, £495.

C. & S. 1949 (January) 2½-litre, sun bronze/beige leather, extensive mechanical reconditioning, £445.

C. & S. 1955 (January) 1½-litre, black, maroon, biscuit leather, heater, 16,000, one owner, £945.

C. & S. 1953 (May) 1½-litre, green/green leather, air conditioning, one owner, £745.

C. & S. 1947 (January) 1½-litre, black/brown, engine reconditioned, well above average, £395.

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson, 48, Sloane Sq., London, S.W.1. Sloane 4727. (C1048)

RILEY, 2½ roadster, June 1950, genuine mileage 32,300, green with green hide, plastic hood, H.M.V. radio, heater, twin spotlights, Lifeguard tubes, 100 m.p.h. engine overhaul at 15,000 miles, 100 m.p.h. car, £500.—Putman, 2 Hampton Court, George Road, Birmingham. EDG 2105 or CEN. 6826. (3330)

1953 Riley RMF 2½-litre saloon, black, brown leather, fitted radio and heater, one owner, £895.

1946 Riley 1½-litre saloon, black, brown leather, nice condition, £395.

GIBSON'S SPORTS CARS (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Phone: Highcliffe 2275. (3319)

MAYFAIR COUNTRY CARS.—A selection of Rileys in superb condition, see panel advertisement under Car Bargains.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. (C3008)

ROSE & YOUNG Ltd. offer:—1954 (September) Riley 1½-litre saloon, one owner, low mileage, as new, black, £795.—65-68, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham Hill Station). Tulse Hill 6464. (C3057)

RATCLIFFE'S for Rileys, first-class facilities available from one of the oldest distributors in the country.—Ratcliffe's (Purley Way), Ltd., Purley Way, Croydon 3678/9. (3259)

1954 (September) Pathfinder with sun roof, heater, whitewall tyres, one owner, immaculate, £950.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

BEARDS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (0079/R)

ALLOW the official Riley dealers for the larger part of Warwickshire to know your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (0446/R)

£555!!! 1951/2 Riley 2½ de luxe saloon, beautiful, small mileage condition. This we mean. See it and you will buy it.

LAMBS of Wood Green (established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1952 2½-litre saloon, one owner, recorded mileage, 33,200, excellent throughout, £595. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. (C3045)

CAMDEN MOTORS Riley 2½-litre saloon, 1952, one very fussy owner the whole car practically faultless both bodily and mechanically, immaculate, black finish with beige leather interior, £625.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

## RILEY

TOM GARNER Ltd. offer:—  
1954 Riley 1½-litre saloon, black, heater, radio, nominal mileage, £795.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-67. (C2020)

WESSEX MOTORS, New Street, Salisbury.  
1955 Riley Pathfinder saloon, green with biscuit upholstery, radio and heater. In superb order throughout.

TELEPHONE Mr. Gray, Salisbury 3275. (C4087)  
1938 Riley 12 h.p. Victor saloon, overdrive, £210.—Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. (C4071)

GORDON & GYNN (The Riley Centre).  
THE Specialists who buy and sell pre-war Rileys only, offer:—

£235 Kestrel 2½-litre Blue Streak, 1938.  
£225 Kestrel 1½-litre, 1937.

£245 Lynx Open 4-seater, 1937.  
£235 Adelphi, 1936, Family saloon.

£185 Kestrel 9, 1936.  
£135 Monaco 9, 1934.  
£80 Gamecock, 2-seater.

H.P. terms and exchanges, immediate insurance.  
SPECIALIST repair service for Rileys only.

GORDON & GYNN, 79, Cadogan Lane, Sloane St., S.W.1. (2 mins. Sloane Square Tube). Sloane 8328. (C2075)

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EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailer in the world; please write for stock list.

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RIPPON BROS. Ltd.

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.  
RIPPON BROS. Ltd., Huddersfield 7070 (10 lines: also at LEEDS, Bradford, Sheffield. (0905/R)

ROLLS PH. III saloon by Barker. Most attractive lines. Swept tail with built-in trunk. Black coachwork with brown leather upholstery. Absolutely unmarked, overhauled, disc wheels, radio, twin tone horns, sliding roof, 62,584 miles.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

1935 (May) Rolls-Royce 20/25, owner-driver, sports saloon, by H. J. Mulliner, Grey/maroon hide, heater, twin spotlights, etc., in beautiful condition throughout, taxed year, £585.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel: Littlewick Green 70: evenings and week-ends, Littlewick Green 3078. (C1107)

P.B., Ltd. offer:—  
1933 20/25 Rolls-Royce saloon, with boot, by Hooper, very well maintained.

1935 20/25 Rolls-Royce saloon, by Hooper.  
1939 Rolls-Royce Wraith razor edged Sedan de ville by James Young, exceptionally beautiful car, in excellent condition.

PADDON BROS. Ltd., 80, Cheval Place, South Kensington, S.W.7. KEN. 9477/7478. (C3033)

LIMOUSINE, 1951 Silver Wraith L.H.D. Rolls-Royce, with column gear change and Park Ward streamlined coachwork. Electric division, wide face forward occasional seats, cloth in rear compartment, lavishly equipped. Mileage only 18,800. Excellent condition throughout, one owner. Present list price £7,945-17-0, our price £3,250.

GEORGE NEWMAN & Co., 300, Euston Rd., London, N.W.1. EUS. 4468. (C3023)

MASCOT MOTORS Ltd., the firm with service after sales, offer the following:—

1939 Wraith 7-seater by Windover, leather throughout, f.f. occasional, £1,350.

1938 30 h.p. Barker semi-racer edge sports saloon in black and grey, £895.

1937 30 h.p. Windover limousine, 68,000 miles only, £695.

1936 25 h.p. Croall 2-door fixed head coupe in black and grey, £850.

1936 30 h.p. Arthur Mulliner, fixed head coupe, £700.

1935 25 h.p. Cockshott sports saloon, £550.

1933 20/25 h.p. Barker sports saloon, £550.

1933 20/25 h.p. Windover sports saloon, £400.

AND many others undergoing reconditioning.  
237-243, Kensal Rd., W.10. Ladbroke 1231/2. (C3007)

OWNER-DRIVER, October 1937, Hooper 30 h.p. sports saloon, boot mileage 62,000, black, one owner, exceptionally attractive coachwork, history available, £895.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103/1)

£485!!! 1935 Rolls-Royce 25 de luxe saloon by Barker, the most genuine condition Rolls that we have had, interior virtually unmarked, exterior spotless and 100 per cent condition throughout.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. (C2053)

1934 Rolls Park Ward, compact, attractive, good; £400.—Oliver, Tel. Peterborough 5915. (9324)

## USED CARS FOR SALE

## ROLLS-ROYCE

H. R. OWEN, Ltd.  
FROM our large and comprehensive stock we have chosen the following cars as examples:—  
1955 Silver Dawn sports saloon with coachwork by James Young, finished in two shades of metallic bronze with brown hide upholstery, 11,600 miles, immaculate condition throughout.  
1951 4-door sports saloon by James Young, finished in dark green with green hide upholstery, fitted with many extras. Immaculate condition.  
WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.  
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9090. (C3032)

XXX 1936 Rolls-Royce 20/25. Fitted with most outstanding and extremely attractive 4-seater sports coupe body with commodious rear boot by Gurney Nutting. A really immaculate car, finished in black with blue lower panels and blue leather. Luxuriously equipped, ride control, discs, bumpers, very full interior equipment. Rolls-Royce service, history available. Must be seen to be appreciated. £395. Terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Phone LANGham 0012. (C2003)

CAR MART, Ltd.  
1952 Rolls-Royce Silver Wraith James Young 1-light saloon, radio, heater, passed manufacturer. Finished in black and grey with grey upholstery. £3,750.

CAR MART Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. (C1039)

MANN EGERTON & Co., Ltd.  
1954 Rolls-Royce silver dawn, automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.

1953 Rolls-Royce sports saloon by Freestone and Webb. Black with blue leather upholstery, 14,000 miles.  
MANN EGERTON & Co., Ltd., 14, Berkeley Street, W.1. Hyde Park 2073. (C2006)

RUSSELL MOTORS offer:—  
1938 Rolls-Royce 25/30, semi-razor edged sports saloon by Thrupp and Maberley, one owner since new.

1934 Rolls-Royce 20/25 (riding control) 4-light saloon by Hooper. (with boot), exceptional mechanically. £465.

RUSSELL MOTORS (Knightsbridge) Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

HEARSES, Hearses, Hearses. From £1,450 complete, brochure available.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1103)

G. & M. ALFREDS (1936) Ltd., 1935 Rolls-Royce 18 h.p. 7-seater, swept back, blue/black leather, limousine, by Thrupp—£7, Warren St., W.1. Euston 3268. (C1005)

JACK OLDING & Co. (MOTORS) Ltd., official Rolls-Royce and Bentley retailers offer from their selection of used Rolls-Royce cars:—

1954 Rolls-Royce Silver Dawn standard saloon, black and shell grey, grey hide, one owner, 8,000 miles. £4,150.

1953 Rolls-Royce "Silver Wraith" Park Ward touring saloon. Shell grey and velvet green, grey hide, one owner, 18,500 miles, automatic, £3,350.

1947 Rolls-Royce "Silver Wraith", Freestone and Webb, 2-door saloon, grey and blue, grey upholstery, one owner, 29,000 miles. £2,250.

AUDLEY House, North Audley St., W.1. Mayfair 5242. (C3030)

LIMOUSINE, 30 h.p., 1936, outswep back, forward occasional, leather throughout, excellent. £395.

LIMOUSINE, 25 h.p., 1934, Hooper, forward occasional, good chassis, excellent coachwork, £385.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103)

£425!!! 1935 Rolls-Royce 20/25 h.p. Windower 7-seater limousine. Glass division, face forward occasional seats, Rolls history, magnificent specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou 0175/8909. (C1113)

KNIGHTSRIDE MOTORS offer:—

1938 Rolls-Royce Phantom III. Owner-driver sports saloon by Gurney Nutting Ltd., 39,000 miles only, wonderful history.—1, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. (C2036)

1927 Limousine Coupe, just reconditioned grey and black, unusual attractive car. £150.—114, Gloucester Road, North Filton, Bristol. (3161)

1929 Rolls-Royce Wraith. Fitted with attractive saloon body by Windower. A small division being fitted behind the front seat, total mileage 88,000. Car in superb condition throughout. £1,075, would exchange for smaller car.—Reynolds Garage, 32, Castle St., Cambridge. (3279)

CAMDEN MOTORS, the Limousine Specialists, see selections in used Car Bargains, this issue. (C1093)

FOR Rolls-Royce, owner-driver, 20/25 saloons or 25/30 limousines, you might call to see the bargains we can offer you.—Clare Baylyne and Co. (est. over 30 years), St. Peter's Road, Hammersmith, Riverside 7644. (3254)

1933 (Sept.) Rolls-Royce 25 h.p. limousine, black, immaculate, ready for immediate use. £250. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

## ROLLS-ROYCE

CHARLES FOLLETT Ltd., officially appointed Rolls-Royce and Bentley Repairers, offer:—  
SILVER Dawn Rolls-Royce, late 1954, dark metallic grey, one owner, genuine 12,000 miles only. Very beautiful car. £1,100.

1947 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, one owner. Really exceptional condition and excellent record. £2,350.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6286. SERVICE: Works and Stores, Barnedale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

JACQUIER Ltd. offer 1936 25/30 James Young saloon, drop division and boot, £205.

1937 25/30 Gurney Nutting saloon, semi razor-edge, wipol drop division, £475.

1933 20/25 Thrupp and Maberley 4-door owner-driver saloon, with boot, engine recently overhauled. £525.

SEVERAL models available.—Jacquier Ltd., 225/7, Hammersmith Rd., London, W.6. Riverside 6677/8. (C2043)

ALPE & SAUNDERS Ltd., Rolls-Royce Wraith limousine, Park Ward, with partition and face forward occasional, leather throughout, original faultless condition, history available. See also under Limousine column. Large selection.

A. & S. Ltd. (Limousines Purchased), Providence Court, North Audley St., Mayfair 2941. (C1006)

1938 25/30 Rolls-Royce limousine 7-seater, privately owned, chauffeur maintained and in really exceptional condition, cellulose lacquer, mechanically excellent, colour black, 36,000 miles only. Rolls history. £795.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9181. (C1059)

ROLLS-ROYCE 25/30, 1938, H. J. Mulliner sedan, £585.

ROLLS-ROYCE Phantom II, by Mulliner, £585.

ROLLS-ROYCE 25/30, 1938, full razor edge saloon, by Freestone and Webb Ltd., just overhauled. £935; also 1937 25/30 H. J. Mulliner. £545; 1934 20/25 by Thrupp and Maberley. £585; and 1935 20/25 James Young. £665, all owner-driver saloons. Guarantees, terms, exchanges. Rolls-Royce dropheads and saloons wanted.

SWANMORE GARAGE Ltd., 1176-1180, Christchurch Rd., Bournemouth, B. Bournemouth. (Tel. 4334 and 4345 Southbourne). (C4024)

## ROVER 10

1939 Rover 10 h.p. sports sal. £245, Tulse Hill Motors Ltd., 26, Tulse Hill, Irlington, S.W.2. Tulse Hill 7106.

1939 Rover 10, special black coupe, immaculate. £250.—H. A. Saunders, 144, Golders Green Road, N.W.11. Speedwell 0011. (C4004)

## ROVER 12

G. & M. ALFREDS (1936) Ltd., 1947 Rover 12 sal., considerably above average.—£7, Warren St., W.1. Euston 3268. (C1005)

1938 Rover 12. Good condition, well maintained. Many extras, radio, heater, converted headlamps. £235.—Hill 1200 (evenings 5311). 952, High Rd., North Finchley. (3210)

1947 Rover 12 saloon, superb, guarantee. £345; also 1946 and 1947; payments—Oldfield, 386, Kensal Green High St., W.14. WES: 0631. (C3029)

ROVER 12 tourer, 1947, exclusive model, only 27 in this country, only 100 built. First-class condition, 6,000 miles since re-engined, 52,000 miles in all. Cruises at 65 m.p.h. without a murmur, 28 m.p.g. More with free wheel in use. Three spare tyres. Trouble free motoring combined with great personality. £450 o.n.o.—Alington, King St., Emsworth, Hants. (3193)

## ROVER 14

£265!!! 1939 Rover 14 de luxe saloon, 3 owners, beautifully maintained, bargain price.

LAMBS OF WOOD GREEN. (Established 1897). 100 guaranteed cars: exchanges, hire purchase, £21-£23, High Rd., Finchley. Finchley 6222. (C2052)

£230, Rover 14 saloon 40 model. Black/brown leather, radio, heater, grand appearance and general condition, also superb, small mileage. 1938/14 h.p. must be seen. Terms.—Keeler, 1, Lambolls Place, N.W.3. PRI. 2857. (3208)

## ROVER 16

1947 Rover 16 sports saloon, black, heater, £425.—L. F. Dove Ltd., 111-115, Addiscombe Rd., East Croydon, Tel. Addiscombe 3096/7-8-9. (C1076)

A.Z. MOTORS offer 1948 model Rover 4-light sports saloon, beautiful condition, black, new tyres, heater. Special P100 headlamps, real opportunity, £415!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

£355, 1947 saloon, heater, two owners, outstanding car. Terms and exchanges.—Oscar Moore, 240, Balhards Lane, Finchley N.3, Finchley 7050. (3251)

## ROVERS 60, 75 &amp; 90

ROSE & YOUNG Ltd., offer: 1956 Rover 90 saloon, 200 miles only, fitted overdrive, unmarked. £1,385.—65-69, Stenhold Avenue, Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 0464. (C3057)

1949 Rover 75 saloon, excellent condition throughout, guaranteed. £450.—Palmer's, 3 Russell Garden Mews, Kensington, W.14. Park 9704 and 3968. (C3034)

1954 Series Rover 75, black/blue, radio, £945.

1954 Series Rover 90, black/red, £985. —Odeon Motors Ltd. Bar 1144. (C3029)

1954 Rover 90 saloon, black and red leather, heater, and radio, 8,000 miles, carefully used by one titled owner. £995 secure.

W. J. BROWN, Ltd. 335, Finchley Rd., Hampstead, N.W.3. Hampstead 2284. (C1025)

## ROVERS 60, 75 &amp; 90

H. M. BENTLEY & PARTNERS, Ltd., offer:—  
ROVER 90, 1954 (Sept.), duo grey, red leather, 4,500 miles. £1,050.

9, Albermarle St., W.1. Tel: Grosvenor 5551. (C2054)

£795!!! 1953 Rover 75 de luxe saloon, only one owner, 30,000 miles, but looks and runs like 3,000, specimer throughout.

LAMBS OF WOOD GREEN. (Established 1897). 100 guaranteed cars. Exchanges, hire purchase. £21-£23, High Rd., Finchley. Finchley 6222. (C2052)

1956 Rover model features 75 de luxe saloon. Mileage under 500, unblemished, £1,295.—L.M.B. Motors, 142, Malmesbury Park Road, Bournemouth. Boe-combe 33267. (C3090)

HEARTS, of Kingston, Rover Specialists, sales, repairs.—102, London Rd., Kingston, Kingston 3348. (0080/R)

1954 (June) Rover 90 Sal., duo-tone grey, grey leather, H.M.V. push-button radio de luxe, heater, fog lamp, screen wash, one private owner, 14,372 miles only, brand new condition; £1,125; over £350 below today's cost.

McKINNON MOTORS Ltd., "Langham House", 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (C3020)

JACK ROSE Ltd., offer 1950 Oct. Rover 75 saloon in black, red hide, Very well kept, genuine car, at £550.—Stafford Rd., Wallington, Surrey. WAL 6677; Burgh Heath 2376. (C3056)

ROVER 90, 1956, 1,500 miles only, colour green, H.M.V. radio, heater, overdrive, quite as new, cost £1,540, licensed. £1,350.—A.F.N. Ltd., London Rd., Isleworth, Hounslow 0011. (S2015)

COACHCRAFT offer:—  
£175 o.n.o. 1954 60 saloon de luxe, one owner, low mileage, black with tan leather, heater, new tyres, perfectly maintained example which will appeal to discriminating purchaser. 3 months mechanical guarantee. Terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6339. (C1053)

TANKARD & SMITH Ltd. offer 1954 Rover "75" saloon. Grey/grey leather, one owner, heater and radio, 21,000 miles, superb condition. £875. Three months written guarantee. £94-199, Kings Road, Chelsea, S.W.3. Piazman 4901. (C4801)

GAVIN FAIRFAX, Ltd., for Rover Sales and Service. FULL range for inspection and Rover 90 demonstration car available. Main Agents north-west Surrey, Virginia Water. Telephone: Wentworth 3154-5.

1953 Rover 75 de luxe saloon, duo grey/grey leather, radio, heater, imitation leopard skin covers, nominal mileage, taxed year, in really nice condition. £735.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (C1107)

1954 (Sept.) Rover 75 saloon, black, red leather, H.M.V. radio, loose covers, one owner, serviced exclusively by Rover, superb condition. £595. Also: 1950 Rover 75, black, grey hide, radio, whitewall tyres, beautifully kept, and genuinely in 1955 condition. £595. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. BAYSWater 4274. (C4035)

1954 Rover 90, 14,000 miles, black/red, one owner, 1953.—Saul and Slater, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. (C4002)

1954 (April) Rover 90 saloon, black/red, radio, Ace Rims, 1954, immaculate, £595.—Salmons Garages Ltd., Temple Bar 3338. (C4029)

1954 Rover 75 saloon, black and beige, 15,000 miles, as new, £890.—Woking Motors (Maybury Hill) Ltd. Woking 4277-8. (C4057)

1955 Rover 90 saloon, green, one owner, 6,000 miles, H.M.V. radio. Ripco condition. £1,185.

1954 Rover 60 saloon, one owner, 9,000 miles. H.M.V. radio. Ripco condition. £945.

RIPCO Ltd. (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2932/3/4. (C3052)

1951 saloons, choice of 2 one-owner cars, one green, one black, from £365.—K.J. Motors Ltd., Bromley, RAV: 3456. (3290)

TOLWORTH MOTORS Ltd.  
1935 (May) 90, 10,000 miles, radio, heater, one owner, as new. £1,095.

1954 (April) 90, with sun roof, low mileage, heater, one owner, immaculate, £975.—Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

PHILLIP RICKARDS Ltd., offer:—  
1955 Rover 60 saloon, dark grey, 2,600 miles. Part exchanges, deferred terms.—1, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051)

GUY SALMON AUTOMOBILES Ltd., offer:—  
1955 Rover 90 saloon, 10,000 miles only, £1,125.—Portsmouth Rd., Thames Ditton, Emsbrook 5551/2/3. (C4001)

DUNHAM & HAINES OF LUTON, offer:—  
1955 Rover 75 saloon, black/brown, 5,000 miles.

1948 Rover 75 sports saloon, maroon/maroon, radio.—Dunham and Haines, 46, Castle St., Luton 2100/1. (C1079)

CAMDEN Motors, Rover 60 saloon, March 1954, immaculately finished two shades of grey, with beautiful grey hide interior, built-in heater, etc., genuine one-owner car, superbly maintained and in first-class order throughout. £795.

CAMDEN Motors, Rover P.4 saloon, 1951 '75' series, black, blue hide interior, extremely good condition, £365.

ALSO in suede green with grey hide.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035)



## USED CARS FOR SALE

## ROVERS 60, 75 &amp; 90

CAR MART Ltd.  
1954 Rover '90' saloon, heater. £2975.  
CAR MART Ltd., 163, Bromley Rd., Catford, S.E.6.  
Hither Green 6111.  
RUSSELL MOTORS offer:—  
1948 Rover 60 4-light sports saloon, exceptional car, £495.  
RUSSELL MOTORS (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9285. (C3969)

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HENLYS, Ltd.  
ENGLAND'S Largest Rover Distributors.  
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CAMBERLEY (Camberley 77).  
HOUNSLOW (Hounslow 3454).  
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GREAT WEST ROAD (Ealing 3477).  
CAMDEN TOWN SERVICE STATION (Gulliver 4141).  
HENLYS, Ltd., England's Leading Motor Agents. (0029/2)

RATCLIFFE'S for Rovers, first-class facilities available for sales, service and spares.—Ratcliffe's (Purley Way), Ltd., Purley Way, Croydon 3678/9. (3237)

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E  
EVANS (WIMBLEDON), Ltd. offer a selection of high-grade used Land Rovers with 3 months specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 1033-4. (0195/8)  
1955 Land Rover, 5,000 miles, as new £2400.—Jones, Lennox St., Bognor Regis 2168. (2654)  
HARVEY HUDSON Ltd., the nation-wide Land Rover specialists, offer the following selection of late model Land Rovers. Six months guarantee, hire purchase.  
1955 model Land Rover, 16,000 miles, outstanding condition, £2465.  
1954 model Land Rover, 17,000 miles, exceptional condition, £2435.  
COUNTRY enquiries welcome. Representatives for all districts. High Rd., South Woodford, London E.18. WANTED 0554. (C2039)

GUY SALMON AUTOMOBILES, offer:—  
1952 (Sept.) Land Rover, one owner, £325.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (C4001)

£210. Land Rover, 1949, in immaculate condition. £105 deposit.—Searle Ltd., 25, Church St., Hampton. Molesey 2142/3. (C4069)

G. & M. Alfreds (1936) Ltd., 1952 Land Rovers, 1950 and 1952, hard top, power unit, privately used, considerably above average.—6-7, Warren St., W.1. Euston 3268. (C1905)

PRIDE & CLARKE Ltd., 1955 Nov. Land Rover, 4,000 miles, heater, as new, £259.—237, Brixton Hill, S.W.2. Tel 3954/5. (C3968)

## SIMCA

1956 Simca "Elysee" saloon, 2,000 miles, radio, exchanges, etc.—Autowork Ltd., Southgate Street, Winchester. Tel. 4965. (C1029)

IF YOU are looking for a Simca Aronde, think about this one. 1955 Cambridge bus, excellent condition. First reasonable offer accepted. Why not phone Southampton 28220 for further details. (3209)

SIMCA, New, unused 1955 Aronde, £775, also choice of 1954 saloons from £565. All supplied and serviced by us.—International Garage, Broughton, Nr. Pres. a.n. (3168)

1956 Simca Elysee. Latest type, 80 m.p.h., 37 m.p.g. Roomy saloon that holds the road and behaves as a well bred sports car. Useful saving on list price. ANTHONY CROOK, Simca Distributors, High St., Esher, Surrey. (C1063)

1954 Simca saloon, grey, 19,000 miles, one owner, £575.  
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel: Sloane 4727. (C1048)

## SINGER

WARWICK WRIGHT Ltd., offer:—  
1955 series Singer Hunter saloon, blue, blue upholstery, heater, 15,000 miles, £395.  
WARWICK WRIGHT Ltd., 130, New Bond St., W.1. Mayfair 9761. (C4045)

DICKS  
1947 Singer 9 h.p. sports, very fast, £295.  
DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

AREA dealers, new and used models always in stock, spare parts service.—Bottomgate Motors Ltd., Bolton Rd., Darwen (774). (0743)

1949 Singer Super 12 saloon, in green, brown upholstery, sun-roof and loose seat covers. Superb condition, £295.—Hillwood Motors, Mill Hill (London) 4232. Open Good Friday and Easter Mnday. (3387)  
1949 model, super 10 saloon. Unrepeatable offer, £285!!—Palmerston Rd., N.W.8. Tel. Mal. 4723. (C1011)

1950 Singer 1500, new appearance, £350.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221, Mal. 1627. (3306)

## SINGER

1954 Singer S.M. 1500, low mileage, immaculate, choice two, from £515.—Jack Posner (Automobiles), 385, Hendon Way, N.W.4. Hen. 8011/2. (C3063)  
£395!! 1951 model Singer 1500 saloon, recent £120 mechanical history, only one owner and fastidiously maintained.—G. S. Hall Ltd., 302, King St., Hammer-smith, W.8. Riverside 2881. (2100)  
CAMDEN MOTORS Singer S.M.1500 saloon, 1953, black/red leather, a truly immaculate specimen, coachwork and interior are literally as brand new, whilst mechanically the car cannot possibly be faulted in any detail, £525.  
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1045)

1955 (April) Singer Hunter, black/red leather, heater, screenwashers, etc.; guaranteed mileage 5,900 and literally as new; £740.  
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70 during day-time. (C1107)  
£385!! 1947/8 Singer 9 sports roadster, beautifully maintained, specimen condition.  
LAMBS OF WOOD GREEN (Established 1907), 100 guaranteed cars; exchange, hire purchase.—421-423 High Rd., Finchley, Finchley 6222. (C3063)

## SPORTS CARS

PERFORMANCE CARS LTD. select from their stock of over 390 guaranteed new and used cars:—

ARMSTRONG 3-door, 18hp. Hurricane coupe; 1947; £235.  
ALLARD 71L 4-door tourer; 1948; £275.  
ALLARD P1 saloon; radio; heater; specimen; 1951; £375.  
Austin 4 Cambridge; one owner; radio; 1957; £185.  
Austin 8 saloon; very good condition; 1947; £295.  
ALVIS speed 25 Charleville saloon; 1938; £355.  
Alvis 48 Int. Vanden Plas; heater; 1939; £335.  
ALFA Romeo 1750 Cavallotti saloon; s/c; 1934; £135.  
Alfa Romeo 1750 drophead coupe; 1951; £145.  
BENTLEY 4J Park Ward saloon; 1939; £395.  
Bentley 5J Rippon saloon; 1935; £395.  
BENTLEY 4J sports saloon; 1931; £195.  
Bentley 4J Black Label drophead coupe; 1928; £175.  
BENTLEY 4J Black Label tourer; specimen; 1931; £395.  
Bentley 8 Int. Red Label; f/c; 1934; £175.  
COOPER Rover 1500cc 2-seater; 1930; £245.  
Daimler limousine; one owner since new; show piece; 1928; £150.  
FORD Pilot saloon; radio; heater; one owner; 1950; £325.  
Ford Custom conv. power hood; o/drive; 1939; £265.  
HUDSON Terraplane; radio; 1939; £235.  
Jaguar 2J Int. saloon; black; 1947; £375.

JAGUAR 3J Int. saloon; black; 1946; £345.  
Jaguar 2J Int. saloon; black; 1946; £335.

JAGUAR 3J Int. saloon; black; radio; 1939; £225.

Lagonda V12 short chassis; d/h fourseater; 1939; £295.

LAGONDA V12 specimen; 1939; £495.  
Lagonda 4J Int. LG45 saloon; 1937; £235.

LAGONDA LG45 de ville saloon; 1937; £165.  
Lotus Ford Mk. VIII 1096cc aerodynamic; 1955; £695.

Lotus Ford Mk. VI 1096cc; ohv; one owner; 1954; £545.

Lotus Ford Mk. VI 1096cc; ohv; one owner; 1954; £575.

Morris Minor saloon; ohv; one owner; 1954; £325.

Morris series E tourer; 1939; £315.

MORRIS series E tourer; 1939; £165.  
Mercedes-Benz 500 saloon; 1936; £255.

RILEY 1J Int. sports saloon; 1940; £195.  
Raiton Straight 8 d/h fourseater; 1934; £145.

SUNBEAM Talbot 90 coupe 2-tone; 1954; £695.  
Sunbeam Talbot 90 coupe; Mark II; 1951; £445.

TRIUMPH TR2; two owners; 1954; £285.  
Triumph TR3; 1955; £485.

NEW Bond; Fiat; Renault; Simca; Trojan; immediate delivery.

IMMEDIATE flat, and insurance; cars and motor-cycles taken in part exchange. Showrooms open 9 a.m. to 7 p.m. weekdays and Saturdays; 11 a.m. to 4.30 p.m. Sundays; and illuminated at night.

PERFORMANCE CARS LTD., Great West Rd., Brentford, Middlesex. Ealing 8841.

J. H. BARTLETT offers the finest selection of guaranteed sports cars in the world. Our present stock includes:—

ALFA Romeo 2.0 super charged; £1,250.  
Alfa Romeo 2.4 super charged Mille Miglia; 2-seater; £495.  
Alfa Romeo super charged Zagato; two-seater; £490.  
Alfa Romeo 2J drop head coupe; £395.

ASTON Martin D28/4 saloon; £1,650.  
Aston Martin 1953 Vantage engine; £1,450.  
Aston Martin Mark 2; specimen; short chassis; £245.

AUSTIN Healey 1955; 200 miles only; £895.  
Austin Healey 1955; 11,000 miles; £775.  
Austin Healey 1955 series; £725.  
Austin Healey 190; 2-seater; £635.

ALVIS 1938; speed 25 saloon; £235.

BRISTOL 1951; one owner; £275.  
Bristol 1949; £675.

BENTLEY 1937; series Park Ward saloon; £525.

CONNAUGHT 1949; 100 m.p.h.; two-seater; £450.

DORETTI 1955; 4,000 miles; two-seater; £225.

FIAT 1100; 1954; 200 miles; £780.

FRAZER Nash 228; two-seater; specimen; £375.  
Fraser Nash 237/55; drop head; £375.

HEALEY 1951 saloon; £395.

JAGUAR 1954; XK150; drop head coupe; one owner; £975.  
Jaguar 1954; fixed head; 8,000 miles; £875.

Jaguar 1951; XK150; two-seater; £695.

LAGONDA 1936; 4J; drop head; £145.

M.G. 1951 saloon; superb condition; £465.  
M.G. super TA; two-seater; drop head coupe; £375.

J. H. BARTLETT, 27, Pembroke Villas, London, W.11. Baywater 0522. (C1018)

## SPORTS CARS

ROWLAND SMITH'S for sports cars.  
795 gns. Austin Healey 1955 two-seater; radio; heater; 5,700 miles; spare unused.  
695 gns. Triumph TR3 1955 super-sports two-seater; heater; adjustable steering; one owner.  
475 gns. M.G. Midget 1953 TD two-seater; leather; heater; screen washers; luggage carriers; one owner.  
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325 gns. Lancia Apella 1930 2 1/4 water Farina sports convertible; blue and silver.  
165 gns. Singer 9 1940 2 1/4 water sports roadster.  
145 gns. M.G. Magnette 1933 KI sports 4-seater; manual change; magneto. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. — Rowland Smith, Hampstead (Hampstead Tube). Hampstead 9041. (C4018)

SLOCOMBES LTD. for sports cars.

AUSTIN Healey 1954; one owner; £695.  
KX150 fixed head coupe; 1955; radio; heater; etc.; £450.  
Lagonda Rapier; 1945; 10hp; £135.  
M.G. PA 1935; respayed; £145.  
Triumph 2000 Roadster; 1949; B.R.G.; £395.  
Unique guarantee; terms; part exchanges cars or motor cycles.

39/53. Dudden Hill Lane, N.W.10. Willesden 4995. (C4017)

B. & G. MOTORS, offer:—

£250. Sunbeam Talbot 10, 1939 sports saloon, positively immaculate.

£225. Lagonda 4J-litre genuine Rapide drophead, fourseater, beautiful maroon coachwork, new hood, carpets, etc.

£165. Talbot 10, 1938 sports saloon, black.

£165. Wolseley Hornet Special, E.W. drophead, duoblu, really well maintained car.

£160. M.G. 12 N. type Magnette, open 4-seater, black, new tonneau cover.

£140. M.G. 8 h.p. open sports 3-seater, spotless red cellulose, swept wings, slab tank.

£145. Mercedes Benz Stuttgart 200 sports saloon, alleged to be actual car on Stand 195/5 Motor Show, unmarked cellulose, overdrive, maintained by works. The biggest bargain we have ever offered, superb vehicle.

£135. M.G. 8 h.p. open sports 4-seater, recently resprayed in British racing green, re-upholstered, new hood, new side screens and new matts fitted. Unrepeatable bargain, taxed.

£125. M.G. 8 h.p. J2 open sports 3-seater, blue, goes extremely well, sound hood, but paint work fair.

£125. M.G. 8 h.p. "J" type open 4-seater, green, twin carb., etc.

£125. M.G. 8 h.p. open sports 4-seater, green.

£70. Singer 9 Le Mans open 4-seater, red.

£70. Singer 9 Le Mans open 4-seater, red.

£75. M.G. 12 open 4-seater, black.

£50. Morris 8, 1937, semi-sports open 4-seater, very smart little car, goes jolly well.

MANY others, easy terms. Please note we do not give away gold watches, goats or lbs. of tea with our vehicles. We consider we give the best value for money.

B. & G. MOTORS, 194/5, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

## STANDARD 8

CARR'S AUTO SALES, Standard Main Distributors, offer:—

1955 Standard 8 h.p. saloon. Black with red interior, one owner, £425. Also 1955 de luxe and Standard 10. All in distributors condition, from £470.

STANDARD house, South End, Croydon. Tel. Croydon 0296. (C1102)

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1955 Standard 8 de luxe saloon, 8,000 miles, heater, £465.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (C4001)

1955 Standard 8 de luxe saloon, 8,000 miles, heater, £465.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (C4001)

SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:—

1947 Standard 8 Saloon, £245.—325, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4018)

1947 Standard 8 saloon, new engine, immaculate, guaranteed, £245. Payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. (C4078)

BOWES Road Garage, Standard 8 de luxe, 1955, heater, one owner, £465.—Bowes Road (North Circular Rd.), N.11. Bowes 2284/5/6. (3293)

G. & M. ALFRED'S (1936) Ltd., 1956 Standard 8 saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1006)

1956 model Standard super eight, one owner, 6,000 miles, grey and red, screen-washer, unmarked and as new, £565.

CHEAM Motor and Engineering Co. Ltd., Ewell Road, Chess. Vigilant 0125. (3314)

1956 (March) Standard Super 8, Elfin green, brown leather, mileage under 500. New condition in all respects. Cost over £680. Really good value at £575. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. BAYSWATER 4274. (C4035)

425 gns. Standard 8, 1955 model saloon, heater, one owner, spare unused. Terms, exchanges. Rowland Smith, below:—

365 gns. Standard 8 1954 model saloon, chromed radiator, grille, hub plates, overriders, excellent condition. Choice of 3. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1955 March Standard 8 saloon, green, maroon interior, many extras including heater, etc., 9,000 miles, spare unused, superb condition. £450. — Robbins, East Putney, Tel. 7851. (C3010)



## USED CARS FOR SALE

## STANDARD 8

1955 Standard 8 of lux. heater, leather, as new, £450.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185. (C3093)

## STANDARD 10

W. HAROLD PERRY Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. offers:—  
1954 (Dec.) Standard 10 saloon, green with red upholstery, mileage 8,000, heater, immaculate condition. £525. Our hire purchase terms are now 3 per cent for 12 months.

W. HAROLD PERRY Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

1955 Standard 10, radio, heater, many other extras, 7,600 miles, like new, £535. Terms, exchanges.—Richards and Carr Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. (C3043)

1955 Standard 10 saloon, 8,000 miles only, £525.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. Mai. 1627. (C3009)

1955 Standard 10, Good Companion estate car, 2,500 miles, green and red, cost £750, accept £685.—Woking Motors (Maybury Hill) Ltd., Woking 427/3. (C4087)

£169, 1938 Standard 10 4-door de luxe, superb condition, any trial.—G. F. (Bilham) Ltd., 2c, Bilham Hill, S.W.12. (100 yds. Clapham South Tube), Bant. 1107-8-9. (C2024)

1955 Standard 10 saloon, blue and red, one owner, heater, screen washers, excellent order throughout, £190.—Cheam Motor and Engineering Co. Vigilant 0125. (C3113)

1956 Standard super 10 saloon, black, red leather, tubless tyres, Alexander "Hi-Power" conversion, world mileage only, £575.

1955 Standard 10 saloon, black, red interior, Ace trimmings, fitted Alexander Laystall, twin carburettor head, anti-roll bar, etc. 7,500 miles, £550.—Michael Christie Motors, Bicester Rd., Aylesbury, Tel. 4727. (C1094)

SLOCOMBES Ltd.  
£450 (November) Standard 10, grey, nice example, £450-500. Under guarantee, terms, part exchanges, cars or motor cycles.

38/52, Dudden Hill Lane, N.W.10. Willenden 5809. (C1017)

495 gms. Standard 10, 1955 saloon, Salvador blue, one owner, exceptional. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

PHILIP RICKARDS Ltd., offer:—  
1955 Standard 10 saloon, elfin green, red leather, heater, taxed for the year, 3,500 miles only. Part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051)

## STANDARD 12

1948 Standard 12 d/h. coupe, very nice car, £335, below:—  
1946 Standard 12 saloon, new engine, resprayed, £265.—Barnes, 315, Finchley Rd., N.W.3. HAM 2221. MAI 1627. (C3210)

## STANDARD 14

£275. Genuine opportunity, 1948, 14.—A.Z. Motors, Palmerston Rd., N.W.8. MAI 4723. (C1011)

1948 Standard 14, outstanding condition, £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E. 26. Sydenham 6129. (C2068)

1948 Standard 14, drophead coupe, grey/blue, twin road lamps, attractive car, £285.—Hutton Cross Garage, Feltham 2170. (C2092)

1947 Standard 14 saloon, excellent throughout, £265. SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7770/8076. (C4016)

1948 Standard 14, grey, blue leather, genuine guarantee, 8,000 miles, spare unused, must be seen to be appreciated, £405.

McLAREN & COX Ltd., 928, High Road, Finchley, N.12. Tel. Hillside 0560/9353. (C3063)

1947 Standard 14 black saloon, in good condition, rimblishers, good tyres, radio, one private owner, £220.—Whitaker, 88, Friargate, Derby. (C184)

## STANDARD VANGUARD

CAR MART Ltd.  
1953 Standard Vanguard saloon, heater, £465.  
CAR MART Ltd., 163, Bromley Rd., Cufford, S.E. 6. Hither Green 6111. (C1039)

1950 Vanguard, guaranteed, £320, payments.—Oldfield, 386, Kensington High St., W.14. WES 5631. (C3029)

1952 Vanguard, o/drive, heater, 1 owner, 18,000 miles, £435. Terms, exchanges.—Richards and Carr Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. (C3045)

£595. Standard Vanguard 4-door estate car, one owner, small mileage.—Le Grice Elers, 107, Old Brompton Road, S.W.7. Kensington 2477. (C2055)

1954 Vanguard Phase II, black, radio, heater, loose covers, under 12,000, as new, one owner, taxed for year. Terms.—Feltham 3907. (C3158)

1954 Standard Vanguard Phase II saloon, black, heater, etc., 17,000 miles, £525.—L. F. Dove Ltd., 111-115, Addiscombe Rd., East Croydon. Tel: Addiscombe 3066/7-8-9. (C1076)

£498. Standard Vanguard Estate, 1951, magnificent condition, leather, heater. Many others.—Benmotters, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017)

A. Z. MOTORS offer 1952 Vanguard, fitted heater, perfect condition, bargain offer £395!! Also 1953 Estate car, £475!!—Palmerston Rd., N.W.8. Tel. Mai. 4723. (C1011)

## STANDARD VANGUARD

CARRS AUTO SALES Standard Main Distributors offer:—

1953 Vanguard saloon, 25,000 miles, Comet blue with red interior, fitted radio, overdrive and many other extras. This car is the property of one of our executives and has our complete works history; £525.

STANDARD House, South End, Croydon. Tel: Croydon 0266. (C1102)

LATE 1954 Diesel Vanguard saloon, overdrive, heater, £575, bargain.—Phone: Bishops Stortford 1909. (C3157)

1953 Vanguard, radio, heater, 10,000 miles, £626.—91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. (C1028)

1952 Vanguard, carefully used, one owner, low mileage, £450.—Taylor, 21, Victoria Rd., New Barnet, BAR 0870. (C3175)

1950 (Sept.) Standard Vanguard saloon, black/beige leather, heater, £380.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel: Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (C1007)

CAMDEN MOTORS Standard Vanguard saloon, 1952, metallic grey, red hide interior, radio, heater, excellent mechanical order, £425.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

£395!!! 1951 Vanguard saloon, magnificent specimen, fitted with a host of extras, radio, heater, windshield, seat covers, etc. £150 recent overhaul, superb bargain.—G. S. Hall Ltd., 202/6, Kings St., Hammermith, W.6. RIVERSIDE 2881. (C2100)

595 gms. Standard Vanguard 1955 model Phase II saloon, elfin green, fawn leather, screen washers, one owner, excellent condition. Taxed, terms exchanges. Rowland Smith, below:—

425 gms. Standard Vanguard Dec. 1952 saloon, leather, heater, one owner, excellent condition. Terms, exchanges. Rowland Smith, below:—

325 gms. Standard Vanguard Nov. 1949 saloon, very good condition. Choice of 6 Vanguards. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 Standard Vanguard saloon, radio, heater, unmarked, £465.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

CLAND & TABOR Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1955 Standard 10, blue, heater, one owner, as new, £335. Also 1947 Standard 12, black, carefully maintained, £245. Maximum h.p. (C1001)

## SUNBEAM

TOM GARNER Ltd., offer:—  
1956 Series Sunbeam Mk. III saloon, blue/grey, heater, overdrive, 2,000 miles only, £1195.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-7. (C2020)

WARWICK WRIGHT Ltd., offer:—  
1955 Sunbeam Mark III overdrive saloon, black, red upholstery, radio and heater, 10,000 miles, £1175.

1955 Sunbeam Mark III overdrive saloon, grey, red upholstery, 10,000 miles, £1145.

1955 Sunbeam Mark III coupe, grey, red upholstery, heater, 10,000 miles, £1145.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1955 (delivered Dec. 1951) Sunbeam Mk. III convertible, steel grey, red leather, Michelin X tyres, overdrive, radio, 1 owner, 10,000 careful miles. An unusually good example priced at to-day's realistic value, £895. Exchanges, deferred, terms.

JOHN S. TRICKETT Ltd., 173, Westbourne Grove, W.11. BAYSWATER 4274. (C4035)

1955 Sunbeam Mk. III saloon, 14,000 miles, one owner, as new, Ripco condition, £985.—Ripco Ltd., (Sunbeams Purchased), 16, Alhambra St., Mayfair, London, W.1. Hyde Park 2552-3-4. (C3052)

1950 Sunbeam-Talbot 80 saloon in black, fawn leather upholstery, fitted heater and sun-roof. High grade, economical car in superb condition. £415.—Hillwood Motors, Mill Hill (London) 4232. Open Good Friday and Easter Monday. (C3396)

## SUNBEAM-ALPINE

B. J. HUNTER Ltd.  
1954 Sunbeam Alpine coupe, fitted extras, very fast, £845.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040)

## SUNBEAM-TALBOT

CHARLES FOLLETT Ltd., offer:—  
1953 Sunbeam-Talbot Mk. II 90 saloon, blue, heater, speedo, reading 17,000 miles, serviced, £775.

3 months guarantee. H.P. facilities and part exchange.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

TOM GARNER Ltd., offer:—  
1953 Sunbeam-Talbot 90 Mk. IIA saloon, Alpine Mist, heater, radio, nominal mileage, £745.

1954 Sunbeam-Talbot 90 Mk. IIA convertible, gun-metal, heater, radio, many extras, nominal mileage, £785.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-7. (C20-20)

1954 Sunbeam-Talbot 90 Mk. IIA saloon, one private owner only. Finished in alpine mist with red leather, extras include heater, badge bar, three spot lamps, mirrors etc. Whole car in superb condition.—Tel. RAY. 7789. (C3133)

## SUNBEAM-TALBOT

B. J. HUNTER Ltd., offer:—  
1953 Sunbeam-Talbot Mark II A saloon, very carefully used, £685.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6393. (C2040)

WARWICK WRIGHT Ltd., offer:—  
1954 Sunbeam-Talbot 90, Mark IIA convertible, dark green, green upholstery, radio and heater, 17,000 miles, £585.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

265 gms. Sunbeam-Talbot 10, 1940 sports saloon, sliding head, leather, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£525!!! 1951/2 Sunbeam-Talbot Mark II, de luxe saloon, beautiful condition throughout, only one owner. Below.

£595!!! 1952/3 Sunbeam Talbot Mark II de luxe saloon, undoubtedly the finest and most beautiful you can see. Bodywork virtually new, interior un-worn, chassis 100 per cent.

£458!!! 1950 Sunbeam Talbot 90 sports saloon, only three owners, immaculate and in 1954 condition. LAMBS of Wood Green (established 1897), 100 guaranteed car, exchanges, hire purchase, £21-423, High Rd., Finchley, Finchley 6222. (C2053)

1951 Sunbeam-Talbot 90 Mark II saloon, one owner, radio, heater, excellent throughout, £485. Terms, exchanges.—Richards and Carr Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. (C3045)

1951 Sunbeam-Talbot Mark IIA saloon, grey, red leather, fitted heater, one owner, genuine 18,000 miles, as new, £775.

1952 Sunbeam-Talbot Mark II saloon, bronze, red leather, heater, £545.

GIBSON'S SPORTS CARS (Christchurch), Ltd., Lyndhurst Road, Christchurch, Hants. Phone: Higr-ellic 2275. (C3320)

£225 Sunbeam-Talbot 2-litre, II h.p. sports saloon, 1947. Finished in pearl grey.

EXCHANGE your car for the economical Renault. We offer our part exchange and H.P. facilities, phone or write to:—Eric Hayes Ltd., 13, Bishop's Bridge Road, W.2. (two mins. Paddington Stn.). Tel. Amb. 8266. (C2033)

CAMDEN MOTORS Sunbeam-Talbot 90 Mark II drophead coupe 1952, black, beige leather, radio, etc., outstanding value, £545.

CAMDEN MOTORS Sunbeam-Talbot 90 Mark II drophead coupe, 1953, flawless appearance and absolutely 100% mechanically, heater, radio, tailored seat-covers, £685.

ALSO choice of two Mark II saloons, one bronze, one black, from £495.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

GUY SALMON AUTOMOBILES Ltd., offer:—  
1952 Sunbeam-Talbot convertible, radio, heater, one owner, £505.—Portsmouth Rd., Thames Ditton, Emsbrook 3551/2/3. (C4001)

PARADE MOTORS (MITCHEM) Ltd., offer:—  
1948 Sunbeam-Talbot 4-seater sports tourer, gun-metal, excellent condition throughout, £315.

PARADE MOTORS (Mitchem) Ltd., 66/67, Monarch Parade, Mitchem, Tel. 3392. (C3036)

1948 Sunbeam-Talbot 90, radio, privately owned, perfect, £425.—Western 2976 evenings. (C3130)

10 H.P. 1939 saloon, grey, paintwork unmarked, very good mechanically, £215. Terms and exchanges.—Oscar Moore, 210, Ballard's Lane, Finchley, N.3. Finchley 7650. (C3248)

£325!!! 1951 Sunbeam-Talbot 90 saloon, black, beige interior, heater, superbly maintained specimen.—Broadway Motors, Hanworth Road, Hounslow, Middx. Hou. 0175/9309. (C1113)

1951 (Nov.) 90' saloon. Grey/red hide, radio, heater, new tyres, £485.

J. DAVY Ltd., 180/1, Kensington High Street, W.8. WES. 7181. (C1069)

1952 Sunbeam-Talbot 90 convertible coupe, mileage only 26,000, one careful owner, excellent mechanical condition, taxed December, immaculate condition throughout, bargain at £489. Terms arranged if desired. Redhill 3228. (C3263)

## TALBOT

175 gms. Talbot, 1938, 3-litre de luxe saloon, sliding head, leather, manual gearchange, radio, heater, good tyres, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1937 Talbot 10 h.p. sports saloon, £165.—Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. (C4017)

## TRIUMPH

H.P.G.  
1955 T.R.2, one owner, 4,900 miles, spare unused, green and beige, heater, like new, £755. Terms, exchanges. Below:—

1949 Triumph 2000 roadster, authentic mileage, re-conditioned engine, maintained by us. Faultless mechanically, unmarked champagne cellulose with red upholstery and new matching hood, heater, £465. Terms, exchanges.

HIGHAMS PARK GARAGES Ltd., Beverley Rd., Highams Park, E.4. Larkwood 7208, Sunday 2031. (C1086)

DICKS.  
1947 Triumph razor edged saloon, fine order, £325.

DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. (C1072)

## USED CARS FOR SALE

## TRIUMPH

**SLOCOMBES Ltd.**  
1953 Triumph Mayflower, immaculate, black, heater, excellent throughout, £495. Unique guarantee, terms, part exchanges, cars or motor cycles.  
38/52, Dudden Hill Lane, N.W.10. Willesden 4889. (C4017/1)

**CAR MART, Ltd.**  
1953 Triumph Renown saloon, radio, heater, £545.  
**CAR MART Ltd.**, 163, Bromley Rd., Catford, S.E.8. Hither Green 6211. (C10389)

**CHIPSTEAD MOTORS Ltd., offer—**  
TR.2, late 1954, wire wheels, coach springs, O/D on three gears, twin padlocks, heater, tonneau, mirrors, washers, seat covers, ex-works car, overhauled, B.R.G. L.H.D. specimen, £645.  
TR.2, late 1954, 1955 modifications, wire wheels, O/D, leather, etc., low mileage, black/blue, overhauled, £735.

**CHIPSTEAD MOTORS Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

**ELM AUTOSALES (MORDEN) Ltd.**  
1953 Triumph Renown, fitted with overdrive, radio and heater, in black and grey, recon. unit specimen car, £455.—28-30, Abbotts Rd., Morden, Cherrywood 1615. (C2067)

1955 (Nov.) TR.2. One owner, 7,000 miles, ivory/red, overdrive. A vast saving on a brand new model—yet a car some three months old only; £745.  
**J. DAVY Ltd.**, 180/4, Kensington High St., W.8. Western 7181. (C1069)

1952 Renown, choice of 2 one-owner cars, both fitted with radio and heater, one fitted with overdrive. From £495.—K.J. Motors Ltd., RAV: 3456. (C3291)

£425 Triumph "2000" Roadster, 1949, exceptional condition throughout. Many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube). Park 5066/7 and Park 2971. (C1017)

1949 Triumph 2000 roadster coupe, bronze, red leather, immaculate condition throughout, £425. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1024)

**SLOCOMBES Ltd.**—Triumph. See under sports cars.

1953 Triumph Mayflower. One fastidious lady owner, 1,400 miles only, serviced regularly, immaculate throughout, heater, underseals, £475.—Tel: Maldon Essex 654. (C1017)

**JACK ROSE Ltd.**, 1951 Triumph Renown, in grey, immaculate, £395.—Stafford Rd., Wallington, Surrey. Tel. Wallington 6677 and Burgh Heath 2376. (C3056)

1952 (July) Mayflower saloon, black/brown, heater, leather, one owner, 28,000 miles, spotlamp; £420.—Priory Motors, Old Windsor, Windsor 2002. (0173/R)

**GUY SALMON AUTOMOBILES, offer—**  
1953 Triumph Renown, overdrive, radio, heater, 27,000 miles, one owner, £585.—Porthmouth Road, Thames Ditton, Emsbrook 5551/2/3. (C4001)

685 gns. Triumph TR2 1955 super-sports 2-seater, B.R.G. heater, adjustable steering, one owner, exceptional. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**TRIUMPH Renown**, 1952, black/beige interior, overdrive 2nd and top, twin foglamps, heater, screen washers, one owner car, meticulously maintained. Open A.A. inspection. £525.—T. C. Flory, 11, Park Avenue South, Harpenden 3330. (C2974)

**A.Z. MOTORS, offer:** 1950 Renown, beautifully maintained vehicle, £425.—Palmerston Rd., N.W.6. MAI 4723. (C1011)

**ARCHIE SIMONS & Co. Ltd.**, 1953 Triumph Mayflower saloon, colour grey, leather upholstery, one owner, immaculate, £495.—63, Gt. Portland St., W.1. LAN. 1343. (C4013)

**XXX 1953 (May) Triumph Mayflower saloon**, black with red upholstery, loose covers and heater. A really immaculate and quite outstanding example, £485. Written guarantee. Terms, exchanges.—H. F. Edwards and Co., 154, Gt. Tichfield St., W.1. Langham 0012. (C2003)

**ACLAND & TABOR Ltd.**, Welwyn Hy-Pass, Herts, Welwyn 4812/3.—1955 Triumph TR.2 finished British racing green, windscreen washers, heater, one owner, excellent condition, £685. Maximum H.P. (C1001)

**CAMDEN MOTORS**, Triumph Mayflower saloon, 1953, in grey with grey leather interior, a most immaculate little car which looks and runs like one just delivered from the makers, practically new tyres, heater, wing-mirrors, £475.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035)  
**D. J. SHEPHERD & Co. (ENFIELD) Ltd., offer—**  
1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd and Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (C4009)

£385, 1950/51 Triumph Renown, razor edge, recon. engine, genuine bargain.—G. P. (Balham) Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. (C2024)

**TRIUMPH Roadster**, 1949, black resprayed, mechanically perfect, reconditioned engine, radio, heater, washers, demisters, Ace rimblissers, exceptional car, £455.—Frederick Studios, Langford Rd., Weston-Super-Mare. Phone 4791 or Bleadon 409. (C3270)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer—  
1949 Triumph Renown, immaculate, £365.—355, High Road, Wembley, Middx. Tel: Wembley 4422.

## TRIUMPH

1954 Triumph TR.2 sports 2-seater, white/red upholstery and hood, appearance as new, low mileage, heater, taxed, £525.—Woodside, Bulkington Ave., Worthing 1839. (C4027)

1951 Triumph Mayflower, in black, fawn leather upholstery; fine example of this very popular and economical family saloon, £395.—Hillwood Motors, Mill Hill (London) 4232. Open Good Friday and Easter Monday. (3335)

1949 Roadster 2000, grey with blue leather, heater, excellent condition, £400.—S3, Brixton Hill Court, S.W.2. Tel. Brixton 9898. (3263)

1949 Triumph 2000 Roadster, black, red leather, reconditioned engine, excellent maintenance, £425.—69, Chantry Rd., Birmingham. 13. Tel. South 3553. (3162)

## UTILITY CARS

**CAR MART LTD.**  
1953 Fordson 7-seater estate car; £350.  
**CAR MART LTD.**, 16, Urbridge Rd., Ealing, W.5. Ealing 6000. (C1039)

**G. & M. ALFRED'S (1936) Ltd.**, 1935 Bedford Estate Car, unmarked throughout—6-7, Warren St., W.1. Euston 3988. (C3063/3)

**G. & M. ALFRED'S (1936) Ltd.**, 1936 Standard Companion estate car, negligible mileage—6-7, Warren St., W.1. Euston 3266. (C1065)

**BEDFORD Motorbikes by Martin Walter**; a few low mileage models in stock—Motorbikes (London), Ltd., Gt. North Rd., East Finchley Station, N.3. Tudor 2201-2. (C3018)

**A.Z. MOTORS, offer—**1953 Vanguard; genuine estate car £475. Also 1951 A70 coachbuilt wooden Countryman £350. Also 1947 Ford Utilicon. £175. Also 1953 Minx estate car. £500.—Palmerston Rd., N.W.6. MAI 4723. (C1011)

545 gns. Hillman Minx September 1954 phase VII estate car; heater; one owner; small mileage; exceptional. Terms, exchanges.—Rowland Smith, below—

194 gns. Humber Snipe; registered 1952; 4-door; six-seater estate car; hardwood body; removable rear seating; drop tailboard; sliding windows; excellent condition. Terms, exchanges list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1948 Bradford utility; 4/5 seater; beautiful interior; coachwork unblemished; excellent runner and tyres; £145. Terms, exchange enquiries welcomed.—Roya Automobiles Ltd., 137, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 6694. (C3064)

1954 October Anglia van, converted with windows, one owner, 11,000 miles, superb throughout. £365.—Richards & Carr, 85, Kimerton St., S.W.1. Belgrave 2711. (C3045)  
**ESTATE CARS, Ltd.**, 221, Upper Richmond Rd., S.W.15. Putney 2376-7. Specialists: purchase and sale of utilities. 9-7 weekdays, 9 a.m.-3 p.m. Sundays. (0671/R)

**BUNTINGS MOTOR EXCHANGE** for Utilities, all makes. Bradford specials, list on request.—Bonnersfield Lane, Harrow. Tel. 655-5-6. (0681/R)

**CASS'S Motor Mart** 1954 Volkswagen Microbus 9 seater; two-tone brown; one owner; written guarantee.—5, Warren Street, W.1. EUSTON 4110. (C1040)

## VAUXHALL 16

£285, 1947 Vauxhall 10 de-luxe saloon, excellent condition, terms.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

£295!!! 1946 Vauxhall 10 de-luxe saloon, immaculate specimen motor car, choice also of 1939 Vauxhall 10 and 1947 models.

**LAMBS of Wood Green** (established 1897), 100 guaranteed cars, exchanges, hire purchases.—421-423, High Rd., Finchley. Finchley 6222. (C3053)

£148, 1956 Vauxhall 10 saloon, genuine bargain.—G.P.F. (Balham), Ltd., 2c, Balham Hill, Balham, N.W.12 (100 yards Clapham South Underground). Batt. 1107. (C2006)

## VAUXHALL 14

1947 Vauxhall 'J' 14 h.p. saloon, truly splendid condition; £295.—Kirkdale Cars, Cobb's Corner, Sydenham, S.E.26. Sydenham 6129. (C3066)

1956 Vauxhall 14 4-door de-luxe saloon, excellent runner, good tyres, taxed; £125. Exchanges terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1024)

## VAUXHALL WYVERN

**CAR MART, LTD.**  
1955 Vauxhall Wyvern saloon; £635.  
**CAR MART, Ltd.**, 262, Streatham High Road, Streatham, S.W.16. Streatham 0064. (C1039)

**B. J. HUNTER, Ltd.**  
1956 Vauxhall Wyvern saloon, very small mileage, £725.—22-26, Crickwood Broadway, N.W.2. Gla. 63/3/4. (C2040)

**GUY SALMON AUTOMOBILES, offer—**  
1954 Vauxhall Wyvern, heater; £515.—Forthmouth Rd., Thames Ditton, Emsbrook 5551-2-3. (C4001)

**A.S. MOTORS** offer 1950 Wyvern, splendid condition, £395!!!—Palmerston Rd., N.W.6. Tel. MAI 4723. (C1011)

1961 Vauxhall Wyvern, 3 splendid cars from £400.—Smith and Hunter, 876, Kensington High Street, W.14. Western 2312. (C4019)

**KENTISH & THOMSON, Ltd.**, 1954 Vauxhall Wyvern, black, heater, one owner, £555.—564, Wickham Rd., Croydon. Springpark 3477. (C3047)

1949 (May) 'L' type Wyvern saloon, black, grey interior, just fitted works reconditioned engine. One owner since new; £375.—Robbins, East Putney, Tel. 7881. (C3010)

## VAUXHALL WYVERN

**SOLOCOMBES, Ltd.**  
1954 Vauxhall Wyvern, green, heater, one owner, unmarked; £525. Unique guarantee, terms, part exchanges cars or motor cycles. (C4027)

**JACK ROBE, Ltd.**—1954, September Wyvern, extras, 12,000 miles, almost unmarked; £550.—84a-ford Road, Wallington, Surrey. Tel. Wallington 6677, and Burgh Heath 2376. (C3006)

555 gns. Vauxhall Wyvern 1954 saloon, metallic-chrome green, heater, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4019)

1953 Vauxhall Wyvern saloon, grey and red, one owner, heater, very nice condition throughout; £475.  
**CHEAM MOTOR & ENGINEERING Co. Ltd.**, Ewell Road, Cheam. Vigilant 0128. (3815)

1954 Vauxhall Wyvern, 4-door saloon, one owner. Really delightful example in black, chromium, crown interior. Equipped heater, de-misters, fog light, good tyres. Written guarantee; 495 gns. Hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C3009)

1950 Vauxhall Wyvern, heater, radio, etc. 100% throughout. Guaranteed. £500.—Campbell Symonds, Farnley 4486. (C1097)

1955 Vauxhall Wyvern, small mileage, £635.—Parsons and Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 131. (C3068)

1955 Vauxhall Wyvern, low mileage, heater, £595.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.5. Tel. Colindale 3185. (C3095)

## VAUXHALL VELOX

**W. HAROLD PERRY, Ltd.**, 1105-1111 High Road, Whetstone, N.20. Tel. Hillside 6621, offer—

1954 Vauxhall Velox saloon, grey with red upholstery, heater, windscreen washers, seat covers, fog lamps, excellent condition, £565. Our hire purchase terms are now 5% for 12 months.  
**W. HAROLD PERRY, Ltd.**, 1105-1111 High Road, Whetstone, N.20. Hillside 6621. (C3042)

**SLOCOMBES, Ltd.**  
1953 Vauxhall Velox, black, heater, one owner, £480. Unique guarantee, terms, part exchanges, cars or motor cycles.

38/52, Dudden Hill Lane, N.W.10. Willesden 4889. (C4017)

**A.I. AT BROWNS.**  
1954 Vauxhall Velox saloon, black with red interior, heater and many extras, £575.—W. J. Brown, Ltd., 339, Finchley Rd., N.W.3. Ham. 2244. (C1025)

**WARWICK WRIGHT Ltd., offer—**  
1955 Vauxhall Velox saloon, grey, red upholstery, heater, 11,000 miles, £675.

**WARWICK WRIGHT Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**GUY SALMON AUTOMOBILES offer—**  
1954 Vauxhall Velox, one owner, heater, £550.—Forthmouth Road, Thames Ditton. Emsbrook 5551/2/3. (C4001)

**G. & M. ALFRED'S (1936) Ltd.**, 1956 Vauxhall Velox saloon, negligible mileage—6-7, Warren St., W.1. Euston 3268. (C1066)

1954 Vauxhall Velox, low mileage, radio, heater, as new, £565.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.5. Tel. Colindale 3185. (C3095)

1954 model Velox, 18,700 miles, one owner, many extras, £535.—Richards and Carr, Ltd., 85, Kinnerston St., S.W.1. Belgrave 2711. (C3045)

1956 Vauxhall Velox saloon, works mileage, exchanges etc.—Autowork Ltd., Southgate 2, Winchester. Tel. 4963. (C1010)

**JULY, 1955, Velox**, 700 miles, stored since Sept., black/red; £750; exchange considered.—Tel. 6853 Southampton. (3221)

1954 Vauxhall Velox saloon, excellent condition quality tested warranty; £595 or terms.—Capital Motors, Horsey, N.8. Mountview 3451. (3239)

1951 Velox saloon, metallic grey, grey and red interior, heater, etc., 16,000 miles, exceptional condition throughout. £570.—Robbins, East Putney, Tel. 7881. (C3010)

1952 Vauxhall Velox, one owner, low mileage, superb condition throughout, £450.—Kirkdale Cars, Cobb's Corner, Sydenham, S.E.26. Sydenham 6129. (C3066)

1954 Vauxhall Velox saloon, one owner car, extremely fine condition, genuine mileage 13,000, fitted heater, screen washers etc., £595.

**GAVIN FAIRFAX Ltd.**, Virginia Water. Wentworth 3154. (C3099)

1953 Vauxhall Velox, sound and unblemished, extras, £485.—Smith and Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

1951 Vauxhall Velox saloon, black, grey leather, heater. First class condition, £385.—Hillwood Motors, Mill Hill (London) 4232. Open Good Friday and Easter Monday. (3331)

1954 (July) Velox, one owner, finished in black, and red interior, fitted heater, not used 1956; £550.

**EXCHANGE your car for the economical Renault.** We offer our part exchange and H.P. facilities. Phone or write to **ERIC HAYES, Ltd.**, 13, Bishop's Bridge Rd., Paddington, W.2. (two mins. Paddington Stn.). Ambassador 6266. (3033)



## stone 2226. (M202)



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GATEHOUSE MOTORS will purchase all types of A.C. cars.—1 Hampstead Lane, N.6. Mountview 4444. (W2021)  
GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Allard Cars Wanted**  
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RICHARDS & CARR, Ltd., the best Allard buyers.—35 Kinnerton St., S.W.1. Sloane 5424.  
ADLARDS MOTORS (Allard main distributors), buy or exchange Allard cars.—43 Acre Lane, S.W.2. Brixton 6431. (0146/R)  
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ALLARD P.1 1950 or 1951 wanted for cash.—Particulars to Michaelson, 40 The Vale, London, N.W.11. Meadway 3728. (1564)

**Alvis Cars Wanted**  
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**Alvis Spares and Service**  
SERVICE and spares for Alvis cars.  
ALVIS, Ltd., Service Station, 832 Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar Gold, London.  
AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. (S0391/R)  
CHARLES FOLLETT, Ltd., Alvis Specialists.  
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

**AMERICAN CARS WANTED**  
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SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. (0591/R)  
MANCHESTER.—Alvis repairers and spares, main agents.  
A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0653/R)  
KINGSTON-ON-THAMES.—Alvis specialists for sales and service.  
G. W. WILKIN, Ltd., 1 Weston Park, and 84 Eden St., Kingston. Kingston 2241. (S4053)  
LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080) and 176 Deansgate, Manchester. (Deansgate 4507). (0738/R)

**ARMSTRONG SIDDELEY CARS WANTED**  
ALEX COWLEY AUTOMOBILES, Ltd., England's most eager buyers of quality American automobiles; trade enquiries welcomed.—Euston 2563/1143. (W1111)  
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

**ARMSTRONG SIDDELEY CARS WANTED**  
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
WILSONS, "The Enthusiastic Owner-Agents" want Armstrongs.—Brixton 4011, or Epsom 3901. (W4085/R)

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0183/R)  
PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188 Gt. Portland St., W.1. Museum 1001. (0835/R)

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ARCOT ENGINEERING, Ltd.  
ARMSTRONG SIDDELEY specialists complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick guaranteed services by specialists; trade and retail. PRESECTOR gear boxes, exchanges, reconditioning 48 hours.—Arcot Eng., Ltd., 169 Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. (0644/R)  
WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer Service that Exceeds.—34 Acre Lane, S.W.2. Brixton 4011, or 1-3 Dorking Rd., Epsom, Surrey, Epsom 3901. (S4085/R)  
PASS & JOYCE, Ltd., 27 Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. (0602/R)  
PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clients the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431. (R0670/R)

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R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
J. H. BARTLETT will pay more for good Aston Martins.—27 Pembridge Villas, W.11. (W1013)  
ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. (0788/R)

**Aston Martin Spares and Service**  
FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities. (0799/R)

**Austin A30 Cars Wanted**  
C CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.  
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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)  
CASH immediately for good Austin A30.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

**Austin Eight Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Austin Ten Cars Wanted**  
GARDNER & Co. (HENDON) will pay highest prices for good Austin 10.—Sunny Hill 3355 and 0930. (W2074)  
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**Austin A40 Cars Wanted**  
C CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., 16 Uxbridge Rd., Ealing, W.5. Ealing 6600. (0957/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

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**Austin Twelve Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Austin Sixteen Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Austin A70 Cars Wanted**  
C CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (0353/R)

CASH immediately for good Austin A70.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

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**Austin A125 and A135 Cars Wanted**  
C CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., Austin House, 297 Euston Rd., London, N.W.1. Euston 1212. (0352/R)

C CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., 320 Euston Rd., London, N.W.1. Euston 1212. (0057/R)

**Austin A125 and A135 Cars Wanted**  
H. A. SAUNDERS require Princess and Sheerline saloons in part exchange for the new Princess models.—144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

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MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. (0598/R)  
MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. (0598/R)  
WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. (0541/R)

**Austin Spares and Service**  
A FOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.  
WIMBLEDON MOTOR WORKS, Ltd., 29 High St., S.W.19. Wim. 0123. (0414/R)  
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MODERN equipment handled by a skilled staff ensures good service.  
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LONDON distributors.—Spare parts for all model cars and trucks.  
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16 Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382 Streatham High Rd., S.W.16 (Streatham 0034); 163 Bromley Rd., Catford, S.E.6 (Hither Green 1001). (0160/R)  
AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)  
AUSTIN, the main agents for spares, service and repairs.  
TEL. Lankester Engineering Co., Ltd., 39-43 Eden St., Kingston-on-Thames. Kingston 3151-60. (0916/R)

KINGSTON-ON-THAMES.—Austin agents and specialists for sales and service.  
C. W. WILKIN, Ltd., 1 Weston Park, and 84 Eden St., Kingston. Kingston 2241. (S4053)  
AUSTIN spares, year any, any part; largest stockists in U.K.; exchange units; try Northwood's first.—44-47 Newington Causeway, S.E.1. Hop. 2832/2820. (0729/R)

C. G. NORMAN & Co., authorised Austin main spare parts stockist, service, spare parts and replacement units.—50 Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. (1027/R)  
AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18 Balham Hill, S.W.12. Battersea 3280/3760. (0488/R)  
AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. (0399/R)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57 Acre Lane, S.W.2. Brixton 1155. (0184/R)

**Austin-Healey Cars Wanted**  
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
J. H. BARTLETT will pay more for good Austin-Healeys.—27 Pembridge Villas, W.11. (W1013)  
CASH immediately for good Austin-Healey.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

**Austin-Healey Spares and Service**  
FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co. Ltd.; Le Mans tuning kits and high-compression pistons available.  
SERVICE: Donald Healey Motor Co. Ltd., Warwick. London showroom: North Audley House, 42 North Audley St., W.1. (0088/R)

**Bentley Cars Wanted**  
C CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., Gloucester House, 150 Park Lane, W.1. Grosvenor 3434. (0958/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
CASH immediately for good Bentley.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

## USED CARS WANTED—SPARES AND SERVICE

## Bentley Cars Wanted

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369 Euston Rd., London, N.W.1. Euston 4466 (12 lines). (W3023)  
**WEYBRIDGE AUTOMOBILES, Ltd.**, officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0542/R)  
 WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. (0836/R)  
 WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69 Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0862/R)  
**JACK OLDING & Co. (MOTORS) Ltd.**, purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. (W3030)  
**DUNCAN HAMILTON & Co.**, urgently require modern low mileage Rolls-Bentleys standard steel, special bodies.—33 High Rd., Blythe, Surrey, Blythe 3101. (0827/R)

## Bentley Spares and Service

**A SERVICE** unequalled.  
**OFFICIAL** repairers Bentley cars.  
**SERVICING** or overhauls.  
**COACHWORK** renovations and accident repairs.  
**SPARES**, all models.—Tel. Flaxman 2223 (5 lines).  
**JACK BARCLAY (SERVICE), Ltd.**, Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)  
**CHARLES FOLLETT Ltd.**, officially appointed retailers and repairers.  
**SHOWROOMS:** 18 Berkeley St., W.1. Mayfair 6266.  
**SPARE parts.**  
**SERVICE:** Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 3936-7-8. (0593/R)  
**JACK OLDING & Co. (MOTORS) Ltd.**, official Bentley/Rolls-Royce service, overhauls and renovations.—84-90 Holland Park Ave., Kensington, Park 5077. S3030  
**ALL** spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Compton, 69 Westow St., Crystal Palace. Tel. Livingstone 3362. (0490/R)

## Bond Minicar Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Bond Minicar Spares and Service

**RAYMOND WAY** for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; tree advice on all Bond models; latest modifications can be fitted to older models if required.  
**RAYMOND WAY OF KILBURN** (0827/R)

## Bristol Cars Wanted

**J. H. BARTLETT** will pay more for good Bristol. —27 Pembroke Villas W.11. (W13)  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
**CASH** immediately for good Bristol.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

## B.S.A. Spares and Service

**BASIL ROY, Ltd.**—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733. (0144/R)

## Bugatti Spares and Service

**J. LEMON BURTON**, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. (0071/R)

## Buick Cars Wanted

**CASH** immediately for good Buick.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)  
**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms; Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0303/R)

## Buick Spares and Service

**BUICK** sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

## Cadillac Cars Wanted

**JOE THOMPSON (MOTORS) Ltd.**, require Cadillac, —91-95 Fulham Rd., S.W.3. Kensington 4858. (W4028)  
**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms; Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0304/R)  
**EXCHANGE** 44-litre Bentley Park Ward sports saloon, September 1937, two owners from new, radio/heater, excellent condition, and cash adjustment for Cadillac convertible; must be ohv engine, 1949-52 model preferred, saloon considered; trade offers solicited.—Contact.  
**PEACH STREET GARAGE**, 25 Peach St., Moss Side, Manchester. Tel. Moss Side 3959. After business hours telephone R. H. Waudby at Stockport 3327. (1368)

## Cadillac Spares and Service

**CADILLAC** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012/R)

## Chevrolet Cars Wanted

**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (1027/R)

## Chevrolet Spares and Service

**CHEVROLET**—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14 Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. (0677/R)  
**CHEVROLET**—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301 Norwich Rd., Ipswich. Tel. Grundsburg 300. (0801/R)

## Chrysler Cars Wanted

**AUTOSALES (LONDON), Ltd.**  
**CHRYSLER** distributors, will purchase all types of Chrysler vehicles.—59-65 Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (0643/R)

## Chrysler Spares and Service

**AUTOSALES (LONDON), Ltd.**  
**CHRYSLER** distributors, spares for all models, exchange reconditioned units in stock.—59-65 Belsize Rd., N.W.6. Mai. 5555/2155. (0495/R)

## Citroen Cars Wanted

**C.N.K. MOTORS** are very good buyers of specimen Citroens.—353 Finchley Rd., N.W.3. Hampstead 5712. (W1052/R)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Citroen Spares and Service

**SOUTH of the Thames.**  
**BALES** of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. (0187/R)  
**SHRIMPTON'S MOTORS, Ltd.**, Distributors, W.4. Showrooms, 242-4 Brompton Rd., S.W.3. Ken. 8464.  
**SPARES and Service:** 137/143 High Rd., Chiswick, W.4 (Chis. 6159), and 47 Montrose Place, Halkin St., S.W.1. (Sloane 5490). (0727/R)  
**BOWES ROAD GARAGE & ENGINEERING Co., Ltd.**, Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, Swivel joints reconditioned 48 hrs.; all spares stocked. (0585/R)

## Daimler Cars Wanted

**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
**WANTED**, nearly new Daimler saloon; details and price; distance no object.—Green & Zonis, Ltd., 246-252 Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W2028)  
**A DAIMLER** area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd., Tel. 2146-7. (0445)

## Daimler Spares and Service

**KINGSTON-ON-THAMES**—Daimler specialists for sales and service.  
**G. W. WILKIN, Ltd.**, 1 Weston Park, and 84 Eden St., Kingston, Kingston 2241. (S4053)  
**DAIMLER** and Lanchester specialists.—Debnam Motors, 17 Atherton Mews, S.W.7. Western 4541. (0156/R)  
**CROYDON**—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddermister Rd., Croydon 5775. (0688)  
**ALLEN'S** Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (0460)  
**ARCOT ENGINEERING, Ltd.**—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169 Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. (0236/R)  
**DAIMLER** and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81 Clapham Rd., S.W.9. Reliance 1647. (0666/R)

## Fiat Cars Wanted

**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
**MAYFAIR GARAGES, Ltd.**—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. (0695/R)

## Fiat Spares and Service

**MAYFAIR GARAGES, Ltd.**, comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. (0632/R)  
**S. & S. MOTORS** invite all clients to visit our new stores; London's largest Fiat stockists at 18 Leinster Terr., W.2. Pad. 6174. (0145/R)  
**FIAT** genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. (0909/R)  
**FIAT** 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamo, radiators; springs in exchange; stamp list.—Derrington, 159 London Rd., Kingston 5621-2. (0145/R)

## Ford Anglia Cars Wanted

**DAGENHAM MOTORS, Ltd.**, wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. (W1066)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
**H. A. SAUNDERS** require Anglias and Populars in part exchange for new Austins.—144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

## Ford Light Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Popular Cars Wanted

**DAGENHAM MOTORS, Ltd.**, wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. (W1066)  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Prefect Cars Wanted

**DAGENHAM MOTORS, Ltd.**, wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (W1066)

**REQUIRED**, low mileage Ford Prefect.—30 Ryecroft Rd., Tulse Hill 2768. (W2037)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Ten Cars Wanted

**MARSTON MOTOR Co., Ltd.**, for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (W3018)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Consul Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**DAGENHAM MOTORS, Ltd.**, wish to purchase Ford Consul cars.—Used Car Department Hyde Park 4070. (W1066)

**H. A. SAUNDERS** require Consuls in part exchange for a new Austin.—144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004)  
**FORD** Consul buyers.—Motomats (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (W3018)

## Ford Zephyr Cars Wanted

**DAGENHAM MOTORS, Ltd.**, wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. (W1066)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford V8 Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Spares and Service

**NORMAND, Ltd.**  
**MODERN** equipment handled by a skilled staff ensures good service.  
**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665. (0228)  
**ALLAN TAYLOR (MOTORS), Ltd.**  
**HIGH** St., Wandsworth, S.W.18.  
**MAIN** Ford dealers.  
**LARGE** stock of genuine Ford parts.  
**VANDYKE 7222** (5 lines). (0314/R)

**FRANK G. GATES, Ltd.**, High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. (0093/R)

**WE** have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66 High St., East Ham, E.6. Grangewood 1136. (0786/R)

## Fraser Nash Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Fraser Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Fraser Nash-B.M.W. Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Healey Cars Wanted

**RICHARDS & CARR, Ltd.**, buy Healeys.—35 Kinnerton St., S.W.1. Sloane 5424. (W3045)  
**J. H. BARTLETT** will pay more for good Healeys, all models.—27 Pembroke Villas, W.11. (W1013)  
**HEALEY** Silverstone, good condition; £300-£350.—Details to 44 Allyn Rd., London, S.E.21. (1563)  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)



## USED CARS WANTED—SPARES AND SERVICE

## Hillman Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
E M A Ltd., Grove Rd., Southsea, Portsmouth, 2168. (0409/R)  
CASH immediately for good Hillman.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

## Hillman Spares and Service

**NORMAND LTD.**  
MODERN equipment handled by a skilled staff ensures good service.  
NORMAND, Ltd., 405-9 King St., W.6. Riv. 3655. (0227)

## H.R.G. Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## H.R.G. Spares and Service

**CHARLES FOLLETT, Ltd.**, have a large stock of spares.  
SHOWROOMS, 11 Berkeley St., W.1. Mayfair 6266.  
SPARE parts.  
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R)

## Hudson Spares and Service

**MANCHESTER, Ltd.**—Hudson spares and repairs.  
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0861/R)  
HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (0065/R)

## Humber Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
CASH immediately for good Humber.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

## Humber Spares and Service

THE Humber specialists for all spares.—Tel. Uplands 3837. See advt. under Parts and Accessories. (0308/R)

## Jaguar Cars Wanted

**MARSTON'S MOTOR Co., Ltd.**, for your Jaguar.—Tel. Sta. 8800. Seven Sisters Rd., Tottenham, N.15. (W4018/R)

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**COOMBS & SONS (GUILDFORD), Ltd.**  
URGENTLY require Jaguars, very late models: offers appreciated.—Portsmouth Rd., Guildford. Tel. 6297. (0843/R)

**JK140** hard top, part exchange new A40 Countryman, works mileage, with cash adjustment.—Lee Green (London) 1839 (1300)

**CASH** immediately for good Jaguar.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

**PRIVATE** buyer wishes to purchase low mileage XK140 Jaguar, d.h.c. or Roadster, good price for immaculate car.—Box 9801. (1577)

**DUNCAN HAMILTON & Co.**, urgently require late model Jaguar cars of all descriptions, especially XK140s.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (W1091)

**WANTED**, Jaguar XK120 in exchange for r.h.d., Fleetwood convertible Cadillac 6-cylinder, numerous extras, really immaculate condition, or £750.—36, Springfield Lane, Eccleston, St. Helens, Lancs. St. Helens 7910. (1553)

## Jaguar Spares and Service

**H** HENLYS, Ltd.  
ENGLAND'S Largest Jaguar Service Station.  
GREAT West Rd., Brentford (Ealing 3477).  
SPARES and replacement engines for all models from 1939.

**AND** at Manchester, Cheetham Hill Rd., Deansgate 6216-7. (0583/R)

**QUICK** completion of repairs.  
**PEERLESS MOTORS, Ltd.**, main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 23394. (0490/R)

**LANCASHIRE** specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). (0730/R)

## Jeeps Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Jeep Spares and Service

**JEOP Service Station**, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5766, 4738, 4739. (53008)

## Jowett Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Jowett Spares and Service

**JOWETT CARS, Ltd.**  
SPARES, reconditioned units and service facilities will continue to be available in your district: consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. (0794/R)

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors.  
COMPLETE spares for Javelins and Bradfords always in stock; specialized repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0961/R)  
KINGSTON-ON-THAMES.—Jowett agents and specialists for sales and service.

**G. W. WILKIN, Ltd.**, 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. (54059)

**BIRMINGHAM** agents, large stocks of spares.—Frank Mosley (A.S. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0549)

**GORDON CARS (LONDON), Ltd.**—Specialist service all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 9701. (0133/R)

**JOWETT Javelin and Bradford service**; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7353. (0504/R)

**BUNTINGS MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6235-6. (0073/R)

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8013. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. (0759/R)

**GODFREYS, Ltd.**—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kenilworth Town, N.W.5 (Gul. 7761). (0863/R)

## Lagonda Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Lagonda Spares and Service

**DAVIES MOTORS, Ltd.** (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4811-5. (0380/R)

## Lanchester Cars Wanted

**LANCHESTER 10**, wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 9638. (W4059/R)  
**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Lanchester Spares and Service

**ARCOT ENGINEERING, Ltd.**—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—109, Fulham Rd., Chelsea, S.W.3; Kensington 7301 and 7321. (0837/R)

## Lancia Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Lancia Spares and Service

**LANCIA (ENGLAND), Ltd.**—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alpertown, Wembley (Perivale 5690). (S0330/R)

## Lea-Francis Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Lea-Francis Spares and Service

**LEA-FRANCIS, Ltd.**  
SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60004-5-6. (0595/R)

**SPARES and service**—J. C. Alexander, Ltd., 199, Deansgate, Manchester, 3. Tel. Des. 4795-6. (0630/R)

**CHARLES FOLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. W.1. Mayfair 0806. OFFICIAL Lea-Francis London Service Station Works and Stores.

**BARNSDALE Yard**, off Elgin Ave., W.9. Tel. Cunningham 5886-7. (0596/R)

## Mercedes-Benz Spares and Service

**MERCEDES-BENZ (GREAT BRITAIN) Ltd.**, sales service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7091. (0869/R)

## M.G. Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**SLOCOMBES, Ltd.**  
WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 6863. Nearest Underground Dollis Hill St. (W4017/R)

**ALMOST** new M.G. required immediately.—54, Streatham Hill, S.W.3. Tulse Hill 2676. (W3016/R)

**CLUBMAN AUTOS, Ltd.**, urgently require all modern M.G.s for cash.—138-142, High Street, Tooting, S.W.17. Bal. 3484. (W1095/R)

## M.G. Cars Wanted

**C.N.K. MOTORS** urgently require M.G.s, particularly VA, TA, TB and TC models.—363, Finchley Rd., N.W.3. Hampstead 5718. (W1045/R)

**CASH** immediately for good M.G.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 6012. (W3003/R)

**H. A. SAUNDERS** require post-war saloons in part exchange for the new Magnette.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004/R)

**WANTED**, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonia, Ltd., 240/252, Deansgate, Manchester, 3. Tel. Deansgate 3385-6. (W3028/R)

**URGENTLY** required, 1947-55 M.G. saloon, and 3-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2876. (8794)

## M.G. Spares and Service

**TOULMAN MOTORS.**  
OFFICIAL stockists.  
SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel.

**TOULMIN MOTORS**, 943, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 8338 and 3450. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (0940/R)

**UNIVERSITY MOTORS, Ltd.**—Largest stocks of M.G. spares outside the factory.—47, Hertford St., London, W.1. Gro. 8141. (0504/R)

**V. V. DERRINGTON, Ltd.**, for M.G. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs; brake linings and cables; Stage I, II and Laystall-Lucas cylinder heads, new crankshafts, TA models, 29; petrol tanks, fold-flat windcreens, silencers and exhaust systems; stamp new list.—139-141, London Rd., Kingston 5621-3. (51071)

**M.G. spares**, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shaft, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3068. (0453/R)

## Morgan Cars Wanted

**SLOCOMBES, Ltd.**  
WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 6863. Nearest Underground, Dollis Hill St. (W4017/R)

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**CLUBMAN AUTOS, Ltd.**, urgently require all modern Morgans for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. (W1095/R)

## Morgan Spares and Service

**MORGAN 4/4** official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7739. (0514/R)

## Morris Minor Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ALMOST** new Morris Minor required immediately.—54, Streatham Hill, S.W.3. Tulse Hill 2676. (W3016/R)

## Morris Eight Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Morris Ten Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Morris-Oxford Cars Wanted

**GARDNER & Co. (HENDON)**, will buy your Morris Oxford.—Sunny Hill 5339 and 6030. (W2074/R)  
**ALMOST** new Morris Oxford required immediately.—54 Streatham Hill, S.W.3. Tulse Hill 2676. (W3016/R)

## Morris Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Morris Spares and Service

**MORRIS**, the official stockists, for spares, service and repairs.  
Tel. Leicester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 8151-6. (0817/R)

**KINGSTON-ON-THAMES**—Morris agents and specialists for sales and service.  
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. (54039)



## USED CARS WANTED—SPARES AND SERVICE

## Morris Spares and Service

MORRIS genuine spares and special service in the West End.  
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1939. (0948/R)  
R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for many a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. (0935/R)

## Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales service and spares.  
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0513/R)  
PRIDE & CLARKE, Ltd., Open stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. (S2008/R)

## Packard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)  
JOE THOMPSON (MOTORS) Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. (W4008/R)

## Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. (S4008/R)  
LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0460/R)

## Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (0011/R)

## Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.  
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7728-4.  
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R)

## Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE. Surbiton Hill Rd., Surbiton. Elmbridge 1873. Purchase all models. (W4070/R)  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000/R)

## Riley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
1932 24-litre wanted.—Elliot's of Bideford. (Tel. 744.) (1829/R)  
ALMOST new Riley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016/R)  
CASH immediately for good Riley.—H. F. Edwards, Langham 6012. (W3003/R)  
YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Sloane 4727. (W1048/R)  
WANTED, nearly new Riley 14, 24-litre, distance no object.—Green & Zonis, 248-252, Deansgate, Manchester, 3. Tel. 3325-6. (W3028/R)

## Riley Spares and Service

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (0079/R)  
HARTLEY'S for Rileys, spares and service.—165-171, Staines Rd., Forest Hill, S.E.23. Forest Hill 2344-5. (0246/R)  
ARCOT ENGINEERING, Ltd.—Pre-selector gear boxes, exchanges and repairs.—100, Fulham Rd., S.W.3. Kensington 7301 and 7381. (0238/R)  
J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0098/R)  
RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (0969/R)

## Rolls-Royce Cars Wanted

C. CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. (0070/R)  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4406 (12 lines). (W3023/R)  
CASH immediately for good Rolls-Royce.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W3001/R)

## Rolls-Royce Cars Wanted

DUNCAN HAMILTON & Co., urgently require Rolls-Royces of all descriptions. 33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (W1061/R)  
JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 2242. Open 7 p.m. WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0345/R)  
THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (0360/R)  
Crawley, Sussex. Crawley 437. (0360/R)

## Rolls-Royce Spares and Service

A SERVICE unequalled  
OFFICIAL repairers Rolls-Royce cars.  
SERVICING or overhauls.  
COACHWORK renovations and accident repairs.  
SPARES all models.—Tel. Flaxman 2233 (5 lines).  
JACK BARCLAY (SERVICE) Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1052/R)  
CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.  
SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6206.  
SPARE parts.  
SERVICE: Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningham 8995-7-8. (0614/R)  
JACK OLDING & Co. (MOTORS) Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—89-90, Holland Park Ave., Kensington. Park 5077. (S3030/R)  
ALL spares for 20 and 26hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

## Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.  
URGENTLY require 1954-56 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0842/R)  
Land-Rover Cars Wanted  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers, country enquiries welcome.—High Rd., South Woodford, London, E.19. Wanstead 0066. (W2039/R)

## Rover Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016/R)  
WANTED, nearly new Rover, distance no object; details and price.—Green & Zonis, Ltd., 248-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.  
CASH immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W3003/R)

## Rover Spares and Service

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon, Ton. 1329. Main Rover dealers for Croydon. (0139/R)  
K. J. MOTORS, Ltd., agents reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3458. (0968/R)  
GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—60, Highgate Rd., N.W.5. Gulliver 4604. (0582/R)  
EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0165-4-5. (0147/R)  
LEIGH PARK MOTORS, Ltd., Datchet, Slough. Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (0047/R)  
DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0556/R)

## Singer Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
H. A. SAUNDERS require SM1000 saloons in part exchange for new Austins.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004/R)

## Singer Spares and Service

THE Singer agents for spares, service, repairs.—Auto-menders, Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13. Riverside 8290. (0754/R)  
ALLEN'S OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Sq., Bristol. Tel. 22514. (0289/R)  
SINGER spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Cars (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4701. (0605/R)  
MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4090), and 176, Deansgate, Manchester. (Deansgate 4057). (0740/R)

## Sports Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.  
MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 8058-9. (W3014/R)  
Sports Cars Spares and Service  
TUNING, repairs, unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (0753/R)

## Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
1954-5 Standard 8 required for cash.—S. H. Goddard, Goddard's Stores, Box Hill Rd., Box Hill, Tadworth, Surrey. (1395/R)

## Standard 10 Cars Wanted

LOW mileage 10s wanted urgently. Cash waiting.  
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (W1064/R)  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
M.G. TC 1,250cc 2-seater, cream, 1949, £395; TC 1,250cc 2-seater, black, 1949, £395.  
M.G. TC 1,250cc 2-seater, grey, 1938, £375; TC 1,250cc 2-seater, green, 1947, £375. (S3030/R)

## Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
ALMOST new Standard Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016/R)

## Standard Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (0181/R)  
CASH immediately for good Standard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W3001/R)

## Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 25430.  
STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3329). (0359/R)  
STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reculculising.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. (0253/R)  
LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or calls; orders despatched immediately.—39-43, Eden St., Kingston. Kin 5151-6. (0586/R)  
MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. (0050/R)  
HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—314, Regent's Park Rd., Church End, Finchley. Finchley 5806-9. (0002/R)

## Studebaker Spares and Service

SPARES and repairs for all models, special service on all Champion models.—Alliance Auto Co., 50, Parsons Meal, West Croydon, Surrey. Croydon 1866. (0763/R)

## Sunbeam-Talbot Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—35, Kinnerton St., S.W.1. Sloane 5434. (W3045/R)  
ALMOST new Sunbeam-Talbot required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016/R)  
CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W3008/R)

## Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. (0886/R)  
LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. (0603/R)

## Triumph Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## USED CARS WANTED—SPARES AND SERVICE

## Triumph Cars Wanted

**B. J. HUNTER, Ltd.**  
FOR your immediate purchase of your Triumph TR5.  
**B. J. HUNTER, Ltd.**, 32, Cricklewood Broadway,  
N.W.2. Tel. Gladstone 6303. (W3040)  
**J. H. BARTLETT** will pay more for good TR5  
Triumphs.—27, Pembridge Villas, W.11. (W1013)  
**ALMOST** new Triumph required immediately.—54,  
Streatham Hill, S.W.2. Tulse Hill 3676. (W3016)  
**MARKSTON MOTORS Co., Ltd.**, for your Triumph.—  
Tel. Sta. 8006.—Seven Sisters Rd., Tottenham, N.16.  
(0158/R)

## Triumph Spares and Service

**TRIUMPH** distributors for spares, service and  
repairs.  
**TEL. Lancaster Engineering Co., Ltd.**, 30-42, Eden  
St., Kingston-on-Thames, Kingston 5151-6. (0918/R)  
**BASIL ROY, Ltd.**, Triumph spares stockists, pre-war  
models.—161, Great Portland St., London, W.1.  
Lan. 7728. (0143/R)  
**LARGE** stockists of Triumph spares and replacement  
units.—John Kaye (Leeds), Ltd., New York Rd.,  
Leeds, 3. Tel. 28439. (0908/R)  
**TRIUMPH** spares for all post-war models; largest  
provincial stockists.—Hollingsdrake Automobile Co.,  
Ltd., Stockport (Tel. 6464), and Prince's Drive, Col-  
wyn Bay (Tel. 3322). (0355/R)

## Utility Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash  
prices for Utilities.—Hampstead (Tube), N.W.3.  
Ham. 8061. (W4018/R)  
**BEDFORD** Dormobile by Martin Walter wanted.—  
Motourists (London), Ltd., Great North Rd., East  
Finchley Station, N.5. Tudor 8301-2. (W3018)  
**ROY'S** always good buyers of vans and utilities.—  
127, Parkway, N.W.1 (nearest Tube Camden Town  
Station). Euston 5700 and 9894. (W3009)

## Vauxhall Wyvern Cars Wanted

**ALMOST** new Vauxhall Wyvern required immediately.  
—54, Streatham Hill, S.W.2. Tulse Hill 3676.  
(W3016)

## Vauxhall Velox Cars Wanted

**ALMOST** new Vauxhall Velox required immediately.  
—54, Streatham Hill, S.W.2. Tulse Hill 3676.  
(W3016)

## Vauxhall Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash  
prices for Vauxhall.—Hampstead (Tube), N.W.3.  
Ham. 8061. (W4018/R)  
**SHAW & KILBURN**, Vauxhall main dealers.  
WILL purchase modern Vauxhall cars.  
6-8, Berkeley Sq., W.1. Grosvenor 4308. (0918/R)  
**G.N. Ltd.** (Vauxhall main dealers).  
HAVE you a post-war Vauxhall for sale? Contact  
G.N. Ltd., 278, Balham High Road, S.W.17. Tel.  
Balham 1088. (0001/R)  
**VAUXHALL** cars, post-war models, urgently required.  
—Golly's Garage, Ltd., Earls Court Rd., S.W.5.  
Fremantle 0873. (0479/R)  
**URGENTLY** required, post- and pre-war Vauxhalls;  
cash immediately.—Hamilton Motors (Ldn.), Ltd.,  
Vauxhall main dealers, 406-420, Edgware Rd., London,  
W.3. Call, write or tel. Paddington 0023. (W3030/R)

## Vauxhall Spares and Service

**C.A.C.**  
**CROYDON AUTOMOBILE COMPANY, Ltd.**  
**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged  
at manufacturers' repair rates, complete rebuilt  
Vauxhall-Bedford electrical components, dynamo,  
starters, distributors, etc., exchanged up to 50% man-  
ufacturers' list price; radiator exchange service and all  
other repairs to your Vauxhall or Bedford at—  
**BEDFORD House**, 380-388, London Rd., Croydon. Tel.  
Thornton Heath 3876 (16 lines). (0006/R)  
**K. J. MOTORS, Ltd.**, spares, accessories, recon-  
ditioned units; Perkins diesels.—Bromley. Rav.  
3468. (0399)  
**VAUXHALLS**.—Reconditioned service units available  
from stock for DX, DY, HI, J, JCV, Velox Wyvern  
PCL models; gear boxes, suspension units, steering  
gears, differentials, rear axle asys., water pumps, oil  
pumps, springs, clutch pressure plates, brakes, etc.,  
etc.; enquiries invited.  
**TRIANON, Aerodrome Rd., London, N.W.6** Hendon  
7695-6. (0946/R)

## Volkswagen Cars Wanted

**RICHARDS & CARR, Ltd.**, buy Volkswagen.—35,  
Kinnerton St., S.W.1. Sloane 5454. (W3043)  
**THE Volkswagen Centre** require good Volkswagen  
cars, all years and models.  
**COLBORNE GARAGE, Ltd.**, Ripley, Surrey. Tel.  
3361. (0080/R)  
**V. & F. MONACO MOTORS**.—The Volkswagen  
buyers, 6, Astwood Mews, Courthill Rd., S.W.7  
(near Gloucester Road Station). Fremantle 4614.  
(0300/R)

## Volkswagen Spares and Service

**V. W. MOTORS, Ltd.**  
**GENUINE** spare parts may now be obtained from  
sole concessionaries, 830, Plaistow Rd., London, E.15  
(Adjoining Plaistow Station, District Line). Tel.  
Maryland 7061/5. (0647)  
**COLBORNE GARAGE, Ltd.**, Ripley, Surrey.  
**GENUINE** Volkswagen spares; 24-hour postal service;  
technical service available.—Tel. Ripley 3361.  
(0006/R)

**EUROPEAN CARS, Ltd.**, Volkswagen Distributors.  
NOW offer increased service facilities in their newly  
extended workshop.  
**SPECIALISED** repairs on Volkswagen by factory  
trained mechanics.  
**LARGE** new spare parts stores fully stocked.  
130 Old Brompton Rd., S.W.7. Fremantle 7723.  
(0430/R)

**MOONS MOTORS, Ltd.**, at their Davies St. (May-  
fair 3361) and Dorset House (Welbeck 2007) branches  
have factory trained mechanics and offer you full ser-  
vice with repairs and parts facilities.  
**V. & F. MONACO MOTORS**.—Service and repairs  
by factory trained mechanics; spares, reconditioned  
engines, conversions to r.h.d., all V.W. accessories  
stocked.  
**V. & F. MONACO MOTORS**, the Volkswagen speci-  
alists, 6, Astwood Mews, Courthill Rd., S.W.7 (near  
Gloucester Rd. Station). Fremantle 4614. (0080/R)

**REPAIRS** (supervision Mr. Tarrant, diploma V.W.  
works); T.F. express twin carburettor installation  
giving astonishing acceleration, 438 (trade discount);  
seat covers, 25; cars bought, sold.—Tarrant & Fraser,  
10, Winchester Mews, N.W.3. Pri. 2047. (S4190)

YOU couldn't do better than secure immediate delivery  
of your new Austin model A90 Westminster, A40 or  
A80 Cambridge, A40 or A30 Countryman, A30 2-door  
or 4-door saloons, current market value for your  
present car subject to inspection. Please ask for list.

## Wolsley Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash  
prices for Wolsley.—Hampstead (Tube), N.W.3.  
Ham. 8061. (W4018/R)  
**ALMOST** new Wolsley required immediately.—54,  
Streatham Hill, S.W.2. Tulse Hill 3676. (W3016)

## Wolsley Spares and Service

**W. JACOBS & SON**.  
We specialise in spares and repairs of all models of  
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**RAMSAY MOTORS, Ltd.**, 240/242, High St., Barnet  
3650.—Spares, 1937 onwards; sales and repairs.  
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**LARGEST** and quickest spares service in the South  
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6880, for Wolsley spares, sales and service.—206,  
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**RAYMOND WAY**, the hire purchase specialists: 308  
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WE can quote the most competitive prices obtainable  
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purchase terms from one-third deposit, balance 24  
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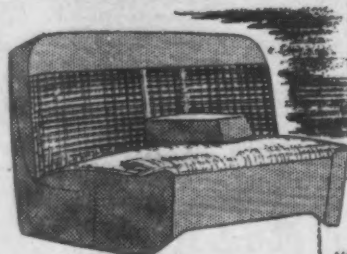
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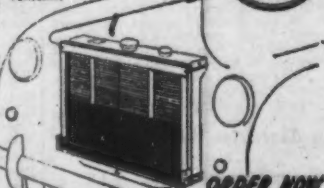


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**THE HINDHEAD CARAVAN CO.**, Hindhead, Surrey, for all caravans, trailers and all other touring caravans; see them in their natural rural setting adjacent to the beautiful Devil's Punchbowl on the A3 road; caravan or car taken in part exchange; hire purchases; genuine after sales service; storage; renovations; repairs; open 7 days a week, 9 a.m. to dusk. (1954/R) write or tel. Hindhead 1001. (1954/R)

**A. S. JENKINSON, Ltd.**, U.K.'s largest caravan distributors, still maintain personal touch, with greater selection, all uniquely guaranteed for 12 months, renowned after-sales service; also guaranteed, a site that you will like. Easiest deferred terms, cheap delivery. If you cannot call, please write to A. S. Jenkinson, Ltd., Dept. A.Z., Bath Rd., Taplow, Maidenhead, Berks. Tel. Maidenhead 5334; or 37-39, Hammersmith Bridge Rd., London, W.6. Tel. Riverside 3141 (one minute Hammersmith Broadway). Both branches open 7 days a week until 7 p.m. or later by appointment. (1955/R)

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**1956** Burlington, Epsom, Epsom, Pemberton, etc., for immediate delivery; modern hire **BURLINGHAM CARAVANS**, Garstang, Lancs. (1957/R)

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**SPECIALISTS** in high-class caravans for long periods; keen rates quoted; immediate delivery all areas United Kingdom; distances no objection. **NEWPORT RD., CARDIFF.** Tel. Cardiff 4555. (1954/R)

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**HIGH-CLASS** mobile caravan hire fleet, latest models, specialised services.—**Pendower Caravans**, Westfield Rd., Bishop's Stortford. Tel. 301. (1957/R)

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**WORTH** caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—**Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire.** (1955/R)

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## CARAVAN JOURNALS

**FOR** the caravanner who is hard to please there is only one satisfactory magazine.—**The Caravan**. Packed every month with news, views, hints and tips on every aspect of the modern caravan scene, 1/- all newsagents, or 7/9 six months, 15/6 a year, direct from **Burt Caravan Publications, Lint House, Store St., London, W.C.1.** (1953/R)

## NEW CARS FOR SALE

## A.G.

**RAYMOND WAY**, the hire purchase specialists.

**RAYMOND WAY** for your new A.C. Petite: immediate delivery on payment of 10 deposit, choice of colours, cars and motor cycles welcome in exchange.—**Kilburn Bridge, N.W.6. Malda Vale 6044.** Open to 8 p.m. 5 days a week. (1957/R)

**JOHNSON & BROWN** offer immediate delivery Aeca coupe—488-270, High St., Bromley, Ravensbourne 8841-2. (1954/R)

**OR** and Aeca for quick delivery.—**Rudds of A Worthing adjacent Central Station.** Tel. 7773-4. Demonstration, exchanges, delivery anywhere U.K. (1954/R)

**ALL** enquiries for Aca, Aeca, two-litre saloons, also for second-hand A.C.s should be addressed to the A.C. Distributors, Swannome Garage, Ltd., 1176-1180, Churchchurch Rd., Swanscombe E. Southborough 4334 and 4334S. (1940Z)

## ALFA-ROMEO

**S. MORRIS & Co.**, sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. (1914/R)

**THOMPSON & TAYLOR (BROOKLANDS), Ltd.**, sole concessionaires United Kingdom.—**Portsmouth Rd., Cobham 2548-9.** (1952/R)

## ALLARD

**ALLARD MOTORS, Ltd.**, main distributors for all models, Spares and Service.—**Acre Lane, Brixton, S.W.2 Brixton 6451.** (1944Z/R)

## ALVIS

**CHARLES POLLETT, Ltd.**—Alvis repair specialists.

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE**—**Barnesdale Yard, off Elgin Ave., W.9.** Tel. Cunningham 5936-7-8. (1957/R)

**GALT OF GLASGOW**, Scottish distributors, can offer one Alvis T 21/100 saloon, subject to being unsold; reserve your new Alvis now; contact us at once. **James H. Galt, Ltd., 52, Woodlands Rd., Croydon, C.S. Tel. Douglas 7591.** (1953/R)

**MANCHESTER**—Alvis main agents, sales and service.—**A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.C., 19. Rus. 2874-5.** (1952/R)

## AMERICAN CARS

**ALL** makes new American cars supplied, early delivery **MOTORS (WEMBLEY), Ltd.** (American car specialists), 345, High Rd., Wembley 8691-3503. (1940Z)

## ARMSTRONG SIDDELEY

**GUY SALMON AUTOMOBILES.**

**SEE** and try the new 1955 Armstrong Siddeley Sapphire range together with the magnificent new 7-passenger limousine, at Portsmouth Rd., Thames Ditton, Surrey. Embrook 5551-2-3. (1940Z)

**SPURRING MOTOR BODIES, Ltd.**—New Sapphire, Hydromatic box; pre-Budget price.—**High St., Watford.** Tel. 4491. (1955/R)

**PASS & JOYCE, Ltd.**, 27, Peter St., Manchester, 2. —Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 157. (1955/R)

**WALTER SCOTT, Ltd.**—Sapphire from stock, early delivery, new models.—**39, College Green, Hampstead, N.W.1 (Swiss Cottage Tube).** Primrose 5914. (1940Z)

**CHEAM MOTOR & ENGINEERING Co., Ltd.**, Area Dealers for Armstrong Siddeley.—**Demonstrations, spares and service.**—**Bwell Rd., Cheam, Surrey.** Vigilant 0183. (1957/R)

**PASS & JOYCE, Ltd.**, England's largest distributors for the new superb Armstrong Siddeley Sapphire.—**164-188, Gt. Portland St., London, W.1. Museum 1001.** (1957/R)

**LYTELTON GARAGE, Ltd.**—1956 new Sapphires from stock, part exchange, h.p. terms, after-sales service, repairs.—**Hampstead Garden Suburb, Speedwell 8500 and 3350.** (1952/R)

**NEW** Armstrong Siddeley Sapphire, duo-green, fawn leather, pre-selector, pre-Budget price, £1,821/10. **Bell Service Garage, Armstrong Siddeley Agent, 144, London Rd., Kingston-on-Thames.** Kingston 1185. (1951/R)

## ARMSTRONG SIDDELEY

**CLARKE'S OF FIBBRIGHT** for the Sapphire; 24-hour service, Guildford and Woking district.—**Pirbright, Surrey.** Brookwood 2201-2. (1914/R)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Armstrong Siddeley area dealers; immediate delivery of all models; part exchanges.—**74-76, Broadway, Bexley Heath.** Tel. 1668. (1949/R)

**CENTRAL GARAGE (CROYDON), Ltd.**, main agents for Armstrong Siddeley cars for Croydon, Purley and Caterham; Sapphire available for demonstration.—**Fal Rd., Croydon.** Tel. Croydon 7684. (1910/R)

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**WILSONS AUTOMOBILES AND COACHWORKS, Ltd., 34, Acre Lane, S.W.2.** Brixton 4011. 1-3, Dorking Rd., Epsom 3901. (1948/R)

## ASTON MARTIN

**ORGANS OF OXFORD**, three counties distributors, demonstrator in stock, very early delivery ensured.—**E. H. Organ & Sons, Ltd., Banbury Rd., Oxford.** Tel. 59613-4. (1915/R)

## AUSTIN

**DOVE, Ltd.**, main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. (1910/R)

**THE CAR MART, Ltd.**, Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—**297, Euston Rd., N.W.1.** Euston 1212. (1951/R)

**GATEHOUSE** offer:—**Early** delivery of Austins, all models.—**Gatehouse Motors, Ltd., Highgate Village, London, N.6.** Tel. Mountriview 444. (1920Z)

**SHAW MOTORS, Ltd.**

**PLACE** your order now for earliest delivery of all models part exchanges; deferred terms; open day and night.—**Shaw Motors, Ltd., 686-678, Garrair Lane, S.W.17.** Wim. 3031-2-3. (1940Z)

**HALLS (FINCHLEY), Ltd.**

**ALL** models available for inspection and demonstration; part exchanges and h.p. terms.—**588, High Rd., North Finchley (Tally Ho) N.12.** (Hill 1044). (1941/R)

**ROWLAND SMITH'S** for Austin.

**IMMEDIATE** delivery A30, A40, A50 and A90, de luxe and standard saloons; choice of colour.

**PART** exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tube), N.W.3.** Hampstead 6041. (1940Z)

**AUSTIN A90** de luxe saloon black; £885/7.

**AUSTIN A50** de luxe saloon, black and grey.—**Brew & Brothers, Ltd., 135, Old Brompton Rd., S.W.7.** Fremantle 3333. (1910Z)

**NEW A40** Cambridge saloon, standard model with heater, immediate delivery, list price.—**Below.**

**NEW A30 4-door** saloon, grey.—**Robbins, East Putney.** Tel. 7881. (1950Z)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Austin retail dealer, part exchanges.—**74-76, Broadway, Bexley Heath.** Tel. 1668. (1947/R)

**SPRINGFIELD GARAGES, Ltd.**, direct agents, favourable deliveries.—**Pal. 5576-7.** Evenings Pal. 8974. Southgate, N.14. (1952/R)

**WEST LONDON** suppliers, immediate delivery all models, full service facilities.—**Rogers Garages, 22, Chiswick High Rd., W.4.** Chiswick 6780. (1950Z)

**KDM & CHERINGTON, Ltd.**—Immediate delivery of all models.—**9, Albemarle St., London, W.1.** Gros. 5551. (1952/R)

**AUSTIN A50, A40 or A30s** for immediate delivery.—**D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield.** Howard 1631. (1940Z)

## AUSTIN

**SMITH MOTORS OF DULWICH** for Austins, all models available.—**235-239, Rye Lane, S.E.15.** Tel. New Cross 5767. (1956/R)

**METROPOLIS GARAGES, Ltd.**, agents for Austins, offer immediate and early delivery of all models.—**45, Earle Court Rd., London, W.8.** Western 4345. (1950Z)

**IMMEDIATE** delivery Austin A90 de luxe saloon, Austin A50 de luxe saloon, Austin A30 2- or 4-door saloons.—**G. W. Wilkin, Ltd., 1, Weston Park, Kingston.** Kin. 8104. (1940Z)

**AUSTIN A50** de luxe, black, immediate delivery; part exchanges, cars or motor cycles.—**Burge & Ingalls Motors, Ltd., Dudden Hill Lane, N.W.10.** Willesden 4863. (1940Z)

**HERBERT & MILLS, Ltd.**, Austin agents for over 30 years, offer immediate delivery A30, A40, A50 and A90 saloons.—**75, Great Portland St., W.1.** Langham 3506-7. (1920Z)

**AUSTIN Princess** l.w.b. 7-seater limousine, electric division, all extras, immediate delivery; also A30, A40, A50 and A90 saloons.—**Jack Olding & Co. (Motors), Ltd.** May. 5242. (1930Z)

**THE** whole Austin range in any colour, delivery from stock.—**British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2.** Temple Bar 3588. (1912Z)

**TRINITY CARS, Ltd.**, Austin dealers, invite enquiries for immediate delivery of A30, A40, A50, A90, and all other models.—**34, North Side, Wandsworth Common, S.W.18.** Vandyke 1166. (1940Z)

**AUSTIN A90** de luxe saloon, Austin A50 de luxe saloon, Austin A30 2- or 4-door saloons.—**G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex.** Mel. 8102. (1940Z)

**SMITH & HUNTER, Ltd.**, specialists.—**Direct** car and service agents, fullest facilities; available now A90, A50, A30; exchanges, deferred terms.—**376-8, Kensington High St., W.14.** Western 2512. (1940Z)

**WILSON'S AUTOMOBILES & COACHWORKS, Ltd.**, for immediate delivery of the A30, A40, A50 and A90 models, also prompt delivery of light commercials.—**34, Acre Lane, Brixton, S.W.2.** Brixton 4011. (1940Z)

**LANKESTER ENGINEERING Co., Ltd.**, 39-43, Eden St., Kingston, the Austin main agents, offer immediate delivery of all models; demonstration, part exchanges and deferred terms.—**Kingston 5151, 6 lines.** (1923/R)

**PRINCES** saloon, A90, A50, A40, A30, and all commercial models.—**Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2.** Repairs and service in Austin exclusively. Brixton 1155. Streatham 7362. (1959/R)

**MEERES & MEERES, Ltd.** (Est. 1893), direct Austin specialists for part 30 years, offer from stock A30, A40 and A50 saloons, early delivery light commercial vehicles; part exchange and extended payments.—**The Broadway, Mill Hill, N.W.7.** Tel. 2040. (1950Z)

**YOU** couldn't do better than secure immediate delivery of your new Austin model A90 Westminster, A40 or A50 Cambridge, A40 or A30 Countryman, A30 2-door or 4-door saloon, current market value for your present car subject to inspection, please ask for list of 100 new and slightly used cars.

**FARRIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, London, N.W.3. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (1940Z)

## AUSTIN-HEALEY

**SMITH MOTORS OF DULWICH** for Austin-Healey, 235, Rye Lane, S.E.15. Tel. New Cross 5767. (1941/R)

**WE** value cars in part exchange.—**Performance Cars, Brentford Midx.** Ealing 8841. (1940Z)

**LANKESTER ENGINEERING Co., Ltd.**, 39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 5151-6. offer immediate delivery 100 model sports, colour green; exchanges and deferred terms. (1959/R)

**AUSTIN-HEALEY**, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also sole distributor for Le Mans tuning kits in the United Kingdom.

**SERVICE:** Donald Healey Motor Co., Ltd., Warwick. London showrooms: North Audley House, 42, North Audley St., W.1. (1959/R)



## NEW CARS FOR SALE

## BENTLEY

**CAR MART, Ltd.**,  
OFFICIAL retailers, offer for future delivery the  
series Bentley saloon; demonstration cars available.

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston  
1212.  
**LOUCESTER House**, 150, Park Lane, W.1 (corner  
of Piccadilly). Grosvenor 3434. (N1039/R)

**ROSE, Ltd.**, Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

**MAREFAIR**, Northampton. Tel. 31663. (N0569/R)

**DAVID ROSEFIELD Ltd.**

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 32/42, Peter St., Manchester, 2.

Dunsdale 5971.

SERVICE Station: Chesham Hill Rd., Manchester, 3.

Tel. B1a 2302. (N0560/R)

**RIPPON BROS. Ltd.**, the largest Bentley and Rolls-  
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Royce cars fitted with special concave; Rolls-Royce  
specialists since 1905—Rippon Bros. Ltd., Huddersfield  
7070 (10 lines). (N0429/R)

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SOLE BMW concessionaires in Great Britain: orders  
can now be placed for the new right-hand drive  
Type 500, 502 and 507 models.—Fraser-Nash Cars  
Leisworth, Middlesex. Hounslow 0011. (N2015)

## B.M.W. ISETTA

**V&F MONACO MOTORS**—Immediate delivery  
demonstrations, information.

**V&F MONACO MOTORS**, 6, Astwood Mews,  
Courtfield Rd. S.W.7 (near Gloucester  
Road Station); Fremantle 4414. (N0547/R)

**RUDDS OF WORTHING** for demonstrations in the  
South; quick deliveries; part exchange.—Adjacent  
Central Station. Worthing 7775-4. (N0622/R)

**FORBES & PALMER, B.M.W. Isetta dealers**; demon-  
strations.—28, Old Brompton Rd., Knightsbridge  
1234. (N0535/R)

SOLE B.M.W. Isetta concessionaires in Great Britain:  
all sales enquiries will receive our immediate atten-  
tion: Illustrated literature on request.—Fraser-Nash  
Cars, Leisworth, Middlesex. Hounslow 0011. (N2015)

## BOND MINICAR

**GREAT BRITAIN'S largest Bond Minicar distribu-  
tors**, immediate delivery of all models on payment  
of ¼ deposit; your car, motor cycle, 5-wheeler or van  
welcomed in exchange; special service department  
staffed by Bond trained mechanics; special cheap  
insurance rates for Bonds.—Kilburn Bridge, N.W.6.  
Maida Vale 6044. Open to 8 p.m. 6 days a week. (N0389/R)

**ROWLAND SMITH'S** to: Bond Minicar.  
IMMEDIATE delivery 2-seater and Family models.

PART exchanges confidential b.p. terms; open 9-7  
week-days and Saturdays.—Rowland Smith, Hamp-  
stead (Tube), N.W.3. Hampstead 6041. (N4016)

We value cars in part exchange.—Performance Cars,  
Great West Rd. Brentford, Middlesex. Ealing  
6841. (N4041)

**PRIDE & CLARKE, Ltd.**, Bond Minicar distributors,  
all models and colours in stock: one-third deposit  
secures balance over 24 months; exchanges welcomed  
—119, Stockwell Rd. S.W.9. Brixton 6251. (N0508/R)

## BORGWARD

**METCALFE & MUNDY, Ltd.**

SOLE concessionaires for all Borgward cars.

PASSENGER cars with optional automatic drive; also  
Express microbus with direct fuel injection; full  
range of commercial vehicles; diesel and petrol;  
demonstrations at any time; list of distributors on re-  
quest.—290, Old Brompton Rd., S.W.5. Frs 5471/0168-7.

**C. L. & H. L. BLUNDILL, Ltd.**, Christ Church Rd.,  
Folkestone. Tel. 2726. (N1108)

**BURNS STATUE GARAGE**, Ayr 3338.—Sole distribu-  
tors Edinburgh and South of Scotland. Isabella 1500  
demonstration car available—quick delivery (N0480/R)

**REVIS CAR SALES, Ltd.**, New Rd., Southampton.  
Tel. 22354, sole distributors for Hants, Dorset and  
Somerset; demonstrations available; complete range;  
trade enquiries invited; early delivery. (N0596/R)

**CARR'S MOTORS**—Sole distributors Lancs & Ches.  
trade enquiries invited; full service; demonstration  
cars available.—Carr's Motors, Hardman St., Liver-  
pool, 1. Tel. Royal 5141 (5 lines). (N0707)

NEW Borgward Isabella saloons and station wagons,  
choice of colours, demonstrations; exchanges wel-  
comed; terms.—Pride & Clarke, Ltd., area dealers 159,  
Stockwell Rd., S.W.9. Brixton 6251. (N0508/R)

**SURREY, Sussex and Kent sole distributors for Borg-  
ward**; demonstration cars available; early delivery  
new models service and spare parts.—Fairman & Sons,  
Ltd., Horley, Surrey. (Tel. 17.) (N0519/R)

**E&T MOTORS, Ltd.**, sole distributors for Essex  
county and part of East London, literature,  
demonstrations on request; quick delivery; trade  
enquiries invited.—555, High St., Leytonstone, E.11.  
Tel. Leytonstone 4277 and 6351. (N0885/R)

## BRISTOL

**BRISTOL**—Halls (Finchley), Ltd., appointed Bristol  
dealers, 886, High Rd. North Finchley (Tally Ho),  
N.12. (Hil. 1044). (N1781)

**BRISTOL** in the Western Counties, new and used  
models, service and spares; advantageous delivery  
new cars; sole distributors.—Charles Cruickshank  
Motors, The Centre, Bristol. Tel. 25280. (N0351/R)

## BUICK

A LIMITED importation of 1956 Buick models;  
orders can now be accepted.—Sole concessionaires,  
Lendrum & Hartman, Ltd., Buick House, Albemarle  
St., Piccadilly, London, W.1. (N0589/R)

## CADILLAC

A LIMITED importation of 1956 Cadillac models;  
orders can now be accepted.—Sole concessionaires,  
Lendrum & Hartman, Ltd., Buick House, Albemarle  
St., Piccadilly, London, W.1. (N0526/R)

## CHEVROLET

**BRITISH & COLONIAL MOTORS, Ltd.**, 13-14, Upper  
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**AUTOSALES (LONDON) Ltd.**, offer:—  
NEW Chrysler Plymouth V.8 and 6-cylinder saloons  
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**DENHAMS** for Daimler.

ALL models available for demonstration.—Tel.

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CONQUEST de luxe saloon on view, early delivery all  
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PART exchange confidential b.p. terms; open 9-7  
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**DORKING MOTOR Co., Ltd.**, distributors, Daimler  
specialists.—3255 Dorking. (N1086)

**SMITH MOTORS OF DULWICH** for Daimlers.—385,  
Rye Lane, S.E.15. New Cross 6767. (N0328/R)

**SIDNEY MARCUS, Ltd.**, for your new Daimler.  
accredited agents; first-class after service.—35,  
Rye Lane, S.E.15. Tel. 3721. (N13008)

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SOLE DKW concessionaires in Great Britain: all  
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tion: Illustrated literature on request.—Fraser-Nash  
Cars, Leisworth, Middlesex. Hounslow 0011. (N2015)

**SONDERKLASSE** saloon demonstrator available at  
Rudds of Worthing; distance no object; part ex-  
changes arranged; terms; quick deliveries with choice  
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**H. C. PAUL, Ltd.**

See and try the Fiat range of cars; orders accepted  
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**BLUE STAR GARAGES, Exeter**; first distributors.  
Demonstration cars available.—Exeter 7308. (N0686/R)

**C. V. RUSHEER AUTOMOBILES, Official Agents**;  
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Mews, W.11. Park 3731. (N15061)

**FIAT, new 600 and 1100, etc.**, immediate delivery;  
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**ORDER your new 600 or 1100 Fiat from the specialist**;  
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**SEVERAL demonstration cars available**, perfect  
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**HAMPSTEAD, N.W.3.**—Immediate delivery Fiat 600;  
terms, exchanges.—Northways Garage, Fiat Agents,  
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**MAYFAIR GARAGES, Ltd.**, accredited West-End  
Fiat stockists for all models; highest allowance for  
any make in exchange; catalogue on request.—Baldern  
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**COME and drive the fantastic Fiat 600 and Mille-  
cento**; we value cars in part exchange.—Per-  
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5641. (N13041)

**COX'S MOTORS (LITCHFIELD), Ltd.**, have in stock  
all Fiat models, 600, 1100, 1400 and 1900 saloons;  
immediate delivery; any part exchange accepted.—Cox's  
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**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd.,  
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**CONSULT W. Harold Perry, Ltd.**, before purchasing  
your new Ford Popular, Anglia, Prefect, Consul,  
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PLACE your order now for earliest delivery of all  
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FORD main dealers and distributors for immediate  
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FOR your new Ford; delivery on payment of ¼  
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welcomed in exchange.—Kilburn Bridge, N.W.6. Maida  
Vale 6044. Open to 8 p.m. 6 days a week. (N0779/R)

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**56, Park Lane, W.1.** Hyde Park 4886; 374, Ealing  
Rd., Alperion, Middx. Perivale 3588; and 6 &  
12, Sander Rd., Colford, S.E.6. Hither Green  
4821. (N1008)

**JOHN S. TRUSCOTT, Ltd.**, authorised Ford dealers.

IMMEDIATE delivery of most models.—173, West-  
bourne Grove, W.11. Baywater 4274. (N14035)

**ALDARDS MOTORS, Ltd.**, Acre Lane, Brixton.

MAIN Ford distributors; consult us for delivery of  
all Ford models. Brixton 6451-2-3-4.

**O'NEILL**, residents, enquiries Enquiry Dept.  
Macaulay 3201. (N0664/R)

NEW Ford Consul, pre-Budget price.—Kirkdale Cars,  
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FORD Consul saloon Canterbury green, P.V.C. and  
beater, 4784/7.

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6317/7.—Brew Brothers, Ltd., Old Brompton Rd.,  
S.W.7. Fremantle 3334. (N1085)

**BLUE STAR GARAGES, Ltd.**, Rosemore Court, Park  
Rd., Regent's Park, N.W.1. Pad. 7454. (N0877/R)

**NEW Consul saloon**, blue with leather and heater.  
Immediate delivery; list price.—Robbins, East  
Putney, Tel. 7801. (N13010)

**KDM & CHERRINGTON, Ltd.**—Immediate de-  
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**JACK ROSE, Ltd.**, for your new Ford.—Stafford Rd.,  
Wallingford Surrey. Wallingford 6677, Burch 3803.  
2878. (N13026)

**F. H. PEACOCK, Ltd.**, main Ford dealers.—Sales  
and service; coachbuilding, insurance.—219-221,  
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IMMEDIATE delivery. Popular, Consul, Zephyr,  
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**PEACOCKS OF FOLKESTONE, Ltd.**, main Ford  
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**CLAND & TABOR, Ltd.**, Weylyn By-pass, Herts.  
Weylyn 451-2-3, offer immediate delivery Consul  
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years. (N1014)

You couldn't do better than secure immediate  
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Prefect de luxe saloon, current market value for your  
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slow 0011. (N2015)

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OFFICIALLY appointed distributors for this new  
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from £230/17, including P.T.; immediate delivery of  
all colours and models from ¼ deposit.

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EXCLUSIVE Rootes retailers, for prompt delivery all  
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Look range at—

**THE NEWTON SERVICE GARAGE**, Newtons Corner,  
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**RECENT SERVICE GARAGE**, Finchley, authorised  
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CONSULT us for deliveries and exchanges.—281-283,  
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4011-4405. (N0793/R)

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**BARNET area**—Hillman main dealers.—Hadley Green  
B-Garage, 202-204, High St., Barnet 0332. (N0411)

**CARRIS MOTORS, Ltd.**, for quick delivery of  
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don, S.E.13. Lee 8585. (N0784/R)

**HILLMAN Husky**, delivery from stock.—British &  
Colonial Motors, Ltd., 13-14, Upper St. Martin's  
Lane, London, W.C.2. Temple Bar 3588. (N1027/R)

**HILLMAN Minx** special saloon, list.—Monkton  
Motors, 91-95, Epping New Rd., Buckhurst Hill,  
Tel. 1771-2. (N13060)

**HILLMAN Minx** de luxe saloon, green; 4743/7.—  
Brew Brothers, Ltd., Old Brompton Rd., S.W.7.  
Fremantle 3333. (N1008)

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We can have a new car taxed and insured ready  
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other make supplied.—R. S. Mead (Sales), Ltd.,  
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Group, offer favourable delivery of the Hillman  
range.—145, London Rd., Croydon. Croydon 2115 (5  
lines). [0688/R]

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**SPINKS (TWICKENHAM), Ltd.**, the Hudson dis-  
tributors, are now booking orders for early de-  
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**HUDSON** spares and service are available at Spinks  
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**EXCLUSIVE** Rootes retailers for prompt delivery Hawk  
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confidential credit facilities.

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Snipe.

**R. S. MEAD (SALES), Ltd.**, Area Dealers, 49, Queen  
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We can have a new car taxed and insured ready  
for use on your arrival in England. Authorized  
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other make supplied.—R. S. Mead (Sales), Ltd.,  
Maidenhead, Berkshire. [N3011]

**SMITH MOTORS OF DULWICH** for Numbers.—101,  
S. Barry Rd., S.E.22. Tel. New Cross 6611. [0645/R]

**BARNET area**—Humber main dealers.—Beadley Green  
Garages, Ltd., 202-204, High St., Barnet 0332. [0412]

**IMMEDIATE DELIVERY** new Humber Super Snipe;  
£1,396/10/10 pre-Budget price, saving £247.

**LONDON & COUNTIES MOTOR MART, Ltd.**, 79/81,  
New King's Rd., Fulham, S.W.6. Newnow 1183. [0676/R]

**HUMBER Hawk**—Try Motorists (London), Ltd.,  
Great North Rd., E. Finchley Station, N.2.  
Tudor 2301-2. [N3018]

**CARRIS MOTORS, Ltd.**, for quick delivery of  
Humber Hawk and Super Snipe.—Lewisham Bridge,  
London, S.E.13. Ld. 5585. [0750/R]

**HUMBER Hawk** saloon, overdrive, plus with red  
leather, list.—Montrose Motors, 91-95, Epping New  
Rd., Buckhurst Hill, Tel. 1171-2. [N3068]

**HUMBER Super Snipe**, in burgundy; £1,396/10/10;  
pre-Budget and pre-Budget prices.—Brew Brothers,  
Ltd., Old Brompton Rd., S.W.7. Fremantle 5553. [N1063]

**SMITH AUTO Co., Ltd.**, Area Dealers for Rootes  
Group, offer early delivery of Super Snipe and  
Hawk saloon.—145, London Rd., Croydon. Croydon  
2115 (5 lines). [0687/R]

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for reasonable delivery of both Hawk and Super Snipe  
models now; available ex stock. Super Snipe in Alpine  
mist with red upholstery.

**GORDON CARS (LONDON), Ltd.**, 26, North End  
Rd., Colders Green (opp. Tube Station), N.W.11.  
Speedwell 2566 or 4701. [0973/R]

**NEW** and unregistered Humber Super Snipe saloon  
for immediate delivery, offered at pre-Budget price  
of £1,396, a saving of £246 against the current list  
price, finished in grey with red leather upholstery;  
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**ENGLAND'S** largest Jaguar distributors.

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**HENLY House**, 345, Euston Rd., N.W.1. (Euston  
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**STURGES, Leicester.**

**JAGUAR** distributors and specialists.

**SELECTION** of Mark VII M. saloons, automatic or  
overdrive transmission: XK140, all models.—118,  
Charles St., Tel. 20553. [0170/R]

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**JAGUAR** main dealers.

**WELCOME** enquiries and will be pleased to give  
full details of the superb range of Jaguar cars.—  
102, London Rd., and High St., Kingston-on-Thames.  
Kingston 5544. [N1081]

**HALLS (FINGHELEY), Ltd.**

**AREA** dealers for Jaguar.—Mr. VII type M saloons  
and XK140 models available for inspection; part  
exchanges; h.p. terms.—596, High Rd., North Fingheley  
(Tally Ho), N.12. (Hull 1044). [0653/R]

**ROSE & YOUNG, Ltd.**, offer:—

**NEW** Jaguar Mark VII at pre-Budget prices.—55-59,  
Sternhold Ave., Streatham Hill, S.W.6 (one minute  
Streatham Hill Station). Tulsa Hill 6464. [N3057]

**NEW** Mark VII M with overdrive, battleship grey  
and grey leather, available immediate delivery.—  
Bardmore, 26, Queensway, W.2. Bayswater 0136.  
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**ROWLAND SMITH'S** for Jaguar

**MARK VII** with automatic transmission on view, early  
delivery all 34-hp models.

**PART** exchange, confidential h.p. terms; open 9-7  
week-days and Saturdays.—Rowland Smith, Hamp-  
stead (Tube), N.W.3. Hampstead 6041. [N4018]

**COOMBS & SONS (GUILDFORD), Ltd.**, for Jaguar  
sales and service.

**MAIN** agent for South West Surrey.—St. Catherine's  
Garage, Guildford GU2 9J-9. [0264/R]

**SMITH MOTORS OF DULWICH** for Jaguar.—101,  
S. Barry Rd., S.E.22. Tel. New Cross 6611. [0645/R]

**KJ MOTORS, Ltd.**, N.W. Kent's leading Jaguar  
area dealers.—Brookley, Hav. 3456. [0286/R]

**KDM & CHERRINGTON, Ltd.**—Immediate de-  
livery of all models.—9, Albemarle St.,  
London, W.1. Gro. 5551. [N2054/R]

**SIDNEY MARCUS, Ltd.**—New Jaguars at pre-Budget  
prices, choice of models and colours.—33, Sloane  
St., S.W.1. Belgrave 9721. [N3006]

**CLARKE & SIMPSON, Ltd.**, offer immediate delivery  
Jaguar Mark VII saloon, with automatic trans-  
mission.—49, Sloane Sq., London, S.W.1. Sloane 4727.  
[N1048]

**R. P. POWELL MOTORS, Ltd.**, East London area  
dealers; inquiries invited for all Jaguar models.  
321, Romford Rd., Forest Gate, E.7. Maryland 4818.  
[0439/R]

**JAGUAR XK140**, standard fixed head coupe, British  
racing green, with overdrive; £1,778/17.—Brew  
Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle  
5553. [N1063]

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Jaguar  
area dealers; early delivery Mark VII saloons;  
part exchanges.—74-78, Broadway, Bexleyheath, Tel.  
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**XK140** 2-seater B. racing green, tan leather,  
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**JAGUAR** XK140, standard fixed head coupe, British  
racing green, with overdrive; £1,778/17.—Brew  
Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle  
5553. [N1063]

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Jaguar  
area dealers; early delivery Mark VII saloons;  
part exchanges.—74-78, Broadway, Bexleyheath, Tel.  
1666. [0914/R]

**XK140** 2-seater B. racing green, tan leather,  
overdrive, immediate delivery from stock  
at pre-Budget price; £1,663/5/4.—Hoffmanns of Leice-  
ster, Ltd., 31, London Rd., Leicester. Tel. 63751. [N2067]

**HILLWOOD MOTORS** for Jaguar, 1956 models for  
early delivery, one only series M saloon, your car  
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ster, Ltd., 31, London Rd., Leicester. Tel. 63751. [N2067]

## MERCEDES-BENZ

**IMMEDIATE** delivery new 280A Mercedes-Benz  
saloon, black and red, Servo brakes, etc.; pre-  
Budget price; terms and exchanges.—Gas Cars, Ltd.,  
169, Fulham Rd., Chelsea, S.W.3. Knt. 4733 or Mac.  
3563. [0923/R]

**NORFOLK** Cambridgeshire and Suffolk distributors  
for Mercedes cars; demonstration cars in stock and  
available on application to G. G. Barnard & Sons,  
Ltd., Stowmarket. [0681]

**ALAND & TABOR, Ltd.**, Welwyn By-pass, Herts.  
A. Welwyn 361-2-3, offer immediate delivery Mer-  
cedes type 220A saloon, maroon, pre-Budget price;  
maximum h.p. terms available, 1/4 down, balance over 2  
years. [N1061]

## MESSERSCHMITT

**PRIDE & CLARKE, Ltd.**, for Messerschmitt.

**SALOON** car motoring at less than 1d a mile; cruiz-  
ing speed 55mph; a joy to handle in traffic; easy  
to park; all models immediate delivery; cars, 3-wheelers  
or motor cycles taken part exchange; tax and insurance  
included in terms; brochure by return.—158, Stock-  
well Rd., S.W.9. Bri. 6251. [N3008]

**LOCKHART'S SERVICE DEPOT** for sales and service.  
—Chilren Rd., Dunstable, Tel. 114. [0408/R]

**COMERFORD** for the new KR200 Messerschmitt;  
exchanges, terms; send for particulars.—Oxford  
House, Portsmouth Rd., Thames Ditton. Tel. Amber-  
brook 5531 (6 lines). [6144]



## NEW CARS FOR SALE

## MORRIS

WEST LONDON MOTORS for early or immediate delivery. Facilities—205-9, Fulham Palace Rd., W.6. Tel. 0064. [1458]

WEST LONDON suppliers, immediate delivery all models. Full service facilities—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6790. [N3054]

MORRIS 2-seater travellers, beige; Morris Minor standard, beige, immediate—F. L. Cranmore, Ltd., Tel. 2040 Putters Bar. [N1063]

HERBERT & MILLER, Ltd., Morris Agents for over 30 years, offer early delivery of all new models—75, Great Portland St., W.1. Langham 3506-7. [N3096]

MORRIS Cowley and Isis saloons for immediate delivery—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead, Surrey. Burgh Heath 3202-3. [1291]

ISIS and Oxford Travellers, delivery from stock—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.O.2. Temple Bar 3588. [N1027]

LANKESTER ENGINEERING CO., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery—39-45 Eden St. Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R]

SMITH & HUNTER, Ltd., specialists—Car and service agents, full facilities available now. Morris Cowley; exchanges, deferred terms—378-3, Kensington High St., W.14. Western 2312. [N4018]

MEREE & MEREE, Ltd. (Est. 1893), Morris specialists for past 30 years offer early delivery of most models including light commercials, part exchange and extended terms—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

WILSON'S AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of Black Isis and Cowley from stock and prompt delivery of all other models including light commercials—34, Acra Lane, Brixton, S.W.2. Brixton 421. [N4065/R]

YOU couldn't do better than secure immediate delivery of your new Morris Cowley saloon or Morris Oxford travellers car, current market value for your present car subject to inspection, please ask for our list of 100 new and slightly used cars.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2324. Open week-days 9 a.m. to 6 p.m. [N2008]

## NASH

NASH car spare and repairs through Nash Concessionaires, Ltd., only—Nash St., Albany St., N.W.1. Euston 5558-4. [0662/R]

## OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

PROSEVERO GARAGE, Barnage Lane, Manchester, 19, Rus. 2874-5. [0199/R]

## PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Malling 3400. [0730/R]

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Malling 3400. [0510]

## PANHARD

A REVELATION in motoring! Up to 85mph and 47mpg, 6 seals, flat four amazing acceleration, superior road holding, safety, appearance, overdrive; try the aerodynamic 48bhp air-cooled f.w.d. Dyna saloon, agency enquiries invited (Home Market, U.S. Forces, ex.—Dunlop & Fraser, 10, Winchester Mews, London, N.W.1. Primrose 6152. [N4100]

## PEUGEOT

TOM KNOWLES Peugeot Concessionaires 14, Brick St., Piccadilly W.1. Grosvenor 3575-4. [0656/R]

LOCKHART'S SERVICE DEPOT, Ltd., for immediate delivery—Chiltern Rd., Dunstable. Tel. 314. [0361/R]

G. F. BALLANT, Automobile Engineers, Alfred Place, Worthing, W. Sussex 5769. Peugeot distributors Sussex and South Coast.

PANTILES SERVICE GARAGE, Ltd., Guildford 5326, Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex. Immediate delivery 205 and 405 models. [N3035]

PEUGEOT distributors, East Dorset, South Wilts and West Hants.—L.M.B. Motors, 148, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. Immediate deliveries 403 and 405 models. [N3060]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Crookend. Tel. Cro. 7211/7217. [0351/R]

## PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Fitzmaurice 7752-4. Also at Pontiac Works, Farnbank Rd., Ascot, Berks. [0950/R]

## PORSCHE

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## RELIANT

ROWLAND SMITH'S for Reliant 3-wheeler IMMEDIATE delivery; coupe model, choice of colour

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hempstead (Tub), N.W.3. Hempstead 6041. [N4016]

## RENAULT

RAYMOND WAY FOR your Renault 750cc saloon for immediate delivery on 4 deposit—Kilburn Bridge, N.W.4. Maids Vale 6044. Open to 6 p.m. 6 days a week. [0777/R]

## RENAULT

FRED GUY for new Renaults, immediate delivery; terms and exchanges—198, King St. W.8. Riverside 3131. [0085/R]

METROPOLIS GARAGES, Ltd., offer for immediate delivery the new Renault 750—40, Marks Court Rd., London, W.8. Western 4544. [0082/R]

RENAULT sales and service, immediate delivery of 750 de luxe saloons in all colours; h.p. arranged—Witcher & Son, 56-75, Cadogan Lane, London, S.W.1. Sloane 4120. [0186/R]

PERFORMANCE CARS, Ltd., stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery—61, West Rd., Brentford, Middlesex. Malling 6841. [N3041]

COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Fregate in stock available for demonstration, generous part exchanges and terms.

COX'S MOTORS, Conduit St., Leicester. Tel. 60318. [N1056]

AUTO SALES (LONDON), Ltd., North London distributors to Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service—59-65, Balaise Rd., N.W.8. Tel. Mal. 5555. [0110/R]

## RILEY

EPSON. THE WOODCOTE MOTOR Co., Ltd. RILEY Retail Dealers.

TELEPHONE Epson 1234. [0661/R]

RILEY Pathfinder, black, immediately—F. L. Cranmore, Ltd., Tel. 2040 Putters Bar. [N1063]

SMITH MOTORS OF DULWICH for Riley Pathfinders—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0630/R]

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

RILEY—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.E.2. Tudor 2301-3. [N3018]

AREA dealers for Riley cars; orders taken for a wonderful Pathfinder; early deliveries; part exchange, h.p. terms—Montrose Motors, Wembley 2636. [0765/R]

## ROLLS-ROYCE

CAR MART Ltd. OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART Ltd., 230, Euston Rd., N.W.1. Euston 1212. [N1039/R]

LOUCESTER House, 150, Park Lane, W.1. Corner of Piccadilly. Grosvenor 3434. [N1039/R]

ROSE, Ltd., Northampton. OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service. MAREFAIR, Northampton. Tel. 31682. [0620/R]

DAVID ROSEFIELD, Ltd. OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS, 33/43, Peter St., Manchester. 2. Deansgate 697. SERVICE Station: Cheetham Hill Rd., Manchester. 8 Tel. Bk 2308. [0561/R]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachbuilt Rolls-Royce specialists since 1905—Rippon Bros., Ltd., Riddersdale 7070 (10 lines). [0249/R]

## ROVER

HENLYS, England's leading Motor Agents. ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HENLY H.C.S., 385 Euston Rd., N.W.1. (Euston 10154/R)

ROVER ORDON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 7144. [N3089/R]

STURGESS, Leicester. ROVER distributors for over 50 years.

1956 Rover 90, 75 and 60s. 118, Charles St., Tel. Leicester 20033. [0171/R]

COMBS & SONS (GUILDFORD), Ltd., for Rover sales and service. MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 6907-9. [0245/R]

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers. Bromley, Rav. 8456. [0287/R]

DORKING MOTOR Co., Ltd., main dealers. Rover 90, 75 and 60—Dorking 2256. [N1068]

BEKELL—F. Dodson, Ltd., Rover distributors. Beckville Garage, Middlesex Rd. Tel. 2362-3. [0264/R]

CRAYDON Main Agents, Leathwood's Garages, Ltd., 205 St James's Rd., Craydon. The 1222. [0063/R]

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges—74-78, Broadway, Bexleyheath, Tel. 1668. [0912/R]

## ROVER

SURREY MOTORS, Ltd., High St., Sutton—Rover main dealers Sutton and district; spares and service—Tel. Vigilant 4444. [0276]

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and party service—Marblefair, Northampton. Tel. 51683. [0001/R]

WATFORD and district—Harris-Mayer & Co., delivery enquiries invited; main dealers since 1935—Acas of 'Herts' Garage, Watford 4088. [0081/R]

ACLAND & TABOR, Ltd., Welwyn-by-pass, Herts. A Welwyn 451-3-5, offer immediate delivery Rover 60 saloon, blue; maximum h.p. terms available, 12 down, balance over 3 years. [N1001]

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models—3-5, Burlington Ct., Old Road St., London, W.1. Tel. Regent 8828. [0140]

ROSEFIELD for Rover, distributors for Lancashire and Cheshire—David Rosefield, Ltd., 35-42, Peter St., Manchester 3. Deansgate 6071. Service station: Obetham Hill Rd., Manchester. & Tel. Bk 2302. [0663/R]

HATTON MOTORS, Ltd., Birmingham, the Midland Rover stockists, for early delivery 90s (with and without overdrive), 75s and 60s; any make taken in part exchange—Tel. Midland 2487, 71, Broad St., Birmingham. [N2097]

## LAND-ROVER

TRINITY CARS, Ltd., Rover agents, offer immediate delivery of Land-Rover 86in, painted—84, North Side Wandsworth Common, S.W.18. Vandyke 1166. [N6034]

HATTON MOTORS, Ltd., Birmingham, the Midland Land-Rover stockists, for early delivery 86in and 107in models; any used Land-Rover or used private car taken in part exchange—Tel. Midland 2487, 71, Broad St., Birmingham. [N2097]

## SIMCA

H. C. FAUL, Ltd. SEE and try the new Simca Aronde; orders accepted for immediate delivery—23, Bruton Place, W.1. Tel. Regent 8817. [N2040]

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent—Ask for demonstration; immediate delivery; exchange, terms—308, Erith Rd., Ruxleyheath. Erith 2469 and 2629. [0109/R]

MAYFAIR GARAGES, Ltd., accredited West-end & Elysee saloon, highest allowance for any make in part exchange—Balderton 5 (opp. Selfridges clock), W.1. Mayfair 2104-5. [N3005]

## SINGER

GATEHOUSE offer:—EARLY delivery of Singers—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

WE value cars in part exchange—Performance Cars, Brentford, Middx. Basing 5941. [N3041]

TRADE and retail agents, full range on show at the 1007, Singer specialists—Automotoren Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. [0757/R]

NEW Singer Hunter saloons, choice of colours; exchanges welcome; terms—Pride & Clarke, Ltd., area dealers, 188, Stockwell Rd., S.W.9. Brixton 6251. [N3066]

IMMEDIATE delivery new Singer Hunter saloons at pre-Budget price; terms exchanges—Glasgow Sports Cars, (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highgate 2375. [1433]

## STANDARD

L. P. DOVE, Ltd., AREA main dealers.

SEE it; try it; buy it. 69, The Broadway, Wimbledon, S.W.19. Lb. 3456. [N1077]

GATEHOUSE offer:—EARLY delivery of Standards, all models—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

SHAW MOTORS, Ltd. PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night—Shaw Motors, Ltd., 666-678, Gerrard Lane, S.W.17. Wlm 3081-2-3. [N4008]

HALLS (FINCHLEY), Ltd., STANDARD and Triumph area dealers; all models available for inspection; part exchanges, h.p. terms—886, High Rd., North Finchley (Tally Ho) N.12. (Hil. 1044.) [0655]

ROWLAND SMITH'S for Standard. IMMEDIATE delivery—Super 8 and Super 10 saloons; "Good Companion" Estate car. [N4016]

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hempstead (Tub), N.W.3. Hempstead 6041. [N4016]

BERKELEY SQUARE HOUSE GARAGE. EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4345. [0084/R]

IMMEDIATE delivery Standard Super 8 saloon—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [N4053/1]

NEW Standard 10 de luxe, heater, blue/red, approximately 2563—Salmons Garages, Ltd., Temple Bar 5553. [N4029]

IMMEDIATE delivery Standard Super 8 saloon—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Km. 6104. [N4053]



## NEW CARS FOR SALE

## STANDARD

**WHITES GARAGE, Ltd., OF GRIMSBY, offer**  
EARLY delivery of Standard cars, all models; Standard distributors for 34 years. Tel. 5496. [N0475/R]

**WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5496.**  
STANDARD Super 10 saloon, 2-tone, heater, list. [N3088]

STANDARD Super 8 saloon, grey, heater, list. [N3088]  
Montrose Motors, 91-95, Epping New Rd., Buckhurst Hill. Tel. 1171-2.

NEW Standard Super 8 saloon; finished grey, immediate delivery. [N3010]  
NEW Standard Super 10 saloon, finished grey, immediate delivery—Robbins, East Putney. Tel. 7881.

**JOHN S. TRUSCOTT, Ltd., for Standard; wide choice, for immediate delivery.**  
173, Westbourne Grove, W.11. Bayswater 4274. [N0435]

**SMITH MOTORS OF DULWICH for Standards—101, Barry Rd., S.E.22. New Cross 6611.** [N015/R]

STANDARD 8 super 8 and 10hp. for immediate delivery—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield. Howard 1631. [N0406]

STANDARD 10 saloon—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [N3018]

STANDARD 8 saloon—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [N3018]

**W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers, part exchangers, 78, The Broadway, Bexleyheath. Tel. 1668.** [N0115/R]

**SIDNEY MARCOE, Ltd., official Standard and Triumph agents, all models for early delivery—55, Sloane St., S.W.1. Belgrave 5781.** [N3008]

STANDARD 8 10 seat pick-up truck, immediate delivery—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3063]

STANDARD car specialists in sales and service; deferred terms—Stations Motors, 105, Cockingwood Broadway, London, N.W.2. Gladstone 2480. [N0431/R]

**CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent.** [N0036/R]

NEW CROSS CAR MART, Ltd., offer immediate delivery Standard 8 and 10hp; part exchange and hire purchase—69-71, Lewisham Way, S.E.14. Tideway 2908. [N3064]

IMMEDIATE delivery Standard Companion 10hp estate 1 car, 8 and 10 saloons, early delivery Vanguard III, part exchangers welcome—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [N0069]

STANDARD Super 8, Standard Super 10, Standard Super Estate; immediate delivery; part exchanges, cars or motor cycles—Burge & Inglis Motors, Ltd., Dudden Hill Lane, N.W.10. Willenden 4969. [N0417]

**DUDLEY CORBOLD AUTOMOBILES for immediate delivery Standard 10 saloons and early delivery Vanguard III family and Super 8 saloons—208-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 3566-7.** [N0655/R]

**A CLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery Standard 10 pick-up, primer, pre-Budget price; Standard Super 8, black and Super 10, grey; maximum h.p. terms available; 1/2 down, balance over 2 years.** [N10101]

**TRINITY CARS, Ltd., Standard dealers, offer immediate delivery of Standard 8 family and de luxe saloons; also ten super saloons delivery; enquiries invited for all other models—24, North Side, Wandsworth Common, S.W.18. Vandyke 1168.** [N04054]

**HILLWOOD MOTORS for Standards, all models for immediate or early delivery, one Phase 2 and Vanguard estate car in stock, pre-Budget prices; your car taken in part-exchange; easy H.P. terms, Mill Hill 557-571 Watford Way Mill Hill, N.W.7. Mill Hill 4352.** [N0643]

**WILSONS AUTOMOBILES AND COACHWORKS, Ltd., offer immediate delivery of the 8hp and 10hp range and prompt delivery of the Good Companion and light commercials; we can also now accept orders for prompt delivery of the Vanguard III—34, Acce Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 3601.** [N0405/R]

**YOU couldn't do better than secure immediate delivery of the most desirable Standard model, 8hp super or family saloon, 10hp super saloon or Good Companion estate car, Vanguard Phase II saloon at pre-Budget price, current market value for your present car subject to inspection, please ask for list of 100 new and slightly used cars.**

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m.** [N2005]

## STUDEBAKER

**A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery—Studebaker Distributors, Ltd., Henly House, 365, Euston Rd., N.W.1. Euston 10090/R**

**STUDEBAKER Commander de luxe, r.h.d., overdrive, free wheel, radio, subject to being unsold, immediate delivery, other models early delivery—Malcolm Motors, Ltd., 1, Woodlands for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 76908. (3240**

## SUNBEAM

**EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities.**

**THE NEWTON SERVICE GARAGE, Newton's Corner, Wembley Park, Middx (opposite Wembley Town Hall). Arnold 5255 (4 lines). 10771/R**

## SUNBEAM

**BARNET area—Sunbeam main dealers—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0532. (N0413)**

**GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.**

**GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 3564 or 4701. (N075/R)**

**RAPPER and Mr. J. J. saloons, available for early delivery—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2451-2.**

**WE can have a new car taxed and insured ready for use on your arrival in England. Authorised dealers for Humber, Hillman and Sunbeam; also any other make supplied—R. S. Mead (Sales), Ltd., Maidenhead, Berkshire. (N3011)**

**SUNBEAM—Smith Auto Co. Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models—145, London Rd., Croydon. (Crodon 2115, 5 lines). (N086/R)**

## TRIUMPH

**L. F. DOVE, Ltd., THE official TR centre. SEE it; try it; buy it.**

**69, The Broadway, Wimbledon, S.W.19. Lb. 2488. HALLS (FINCHLEY), Ltd. TR2 available for inspection; part exchange, (Tally Ho), N.12. (Hil. 1044). (N069)**

**ROWLAND SMITH'S for Triumph. IMMEDIATE delivery TR2, choice of colours, with or without overdrive.**

**PART exchange; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hempstead (Tube), N.W.3. Hampstead 6041. (N4018)**

**CHARLES RICKARDS, Ltd., offer: IMMEDIATE delivery, Triumph TR2, green, only one left at pre-Budget price including P. Tax; 2366/00. 56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Tel. 3440. (N3050)**

**BERKELEY SQUARE HOUSE GARAGE, Ltd. EXCLUSIVE Triumph retail dealers.**

**OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities. BERKELEY Sq., London, W.1. Grosvenor 4543. (N040/R)**

**PRE-BUDGET TR2, black, pearl white, red vinyls. HILLS, 63, Piccadilly, Manchester. Central 4311. (N0435)**

**SMITH MOTORS OF DULWICH for Triumphs—101, Barry Rd., S.E.22. New Cross 6611. (N045/R)**

**TR2—We value cars in part exchange—Performance Cars, Brentford, Middx. Kelling 8941. (N3061)**

**TR2—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N3018)**

**TR2 specialists: immediate delivery; part exchange; H.P.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. (N3063)**

**CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (N0498/R)**

**TR3: British Racing Green; immediate delivery; part exchanges, cars or motor cycles—Burge & Inglis Motors, Ltd., Dudden Hill Lane, N.W.10. Willenden 4969. (N04017)**

**HILLWOOD MOTORS for Triumphs, TR2, for immediate delivery; your car taken in part exchange, easy H.P. terms—555-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4352. (N0642)**

**STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available—Lancaster Engineering Co. Ltd., 80-85, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. (N0895/R)**

**TR3—You couldn't do better than take advantage of the immediate delivery available of your new Triumph TR3 sports, colour green, with occasional seat, current market value for your present saloon or sports car subject to inspection. 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (N2005)**

## VAUXHALL

**VAUXHALL cars—Shaw & Kilburn, Ltd., Showrooms: 4-6, Berkeley Sq., W.1. Grosvenor 4528.**

**PARTS and service: Western Ave., W.3. Acorn 4641. (N0119/R)**

**IMMEDIATE delivery of black Cresta; list price—34, Acce Lane, S.W.2. Brixton 4011. (N0408)**

**KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground). VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). (N0808/R)**

**KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts—Bromley, Nev. 3452. (N0221/R)**

**NEW Vauxhall Velox saloon, silver, straw, immediate delivery, list price—Robbins, East Putney. Tel. 7881. (N3010)**

**WATFORD and West Herts—Vauxhall dealers over 25 years offer early delivery all models—A. Christmas & Co., Ltd., Watford 7750. (N0866)**

## VAUXHALL

**NEW Cresta, delivery from stock—British & Colonial Motors, Ltd., 13-15, Upper St., Martin's Lane, London, W.C.2. Temple Bar 5568. (N1027)**

**VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries—Guldford Rd., Woking. Tel. Woking 1282. (N1073)**

## VOLKSWAGEN

**C COLBORNE GARAGE, Ltd., Ripley, Surrey. BUY your new Volkswagen from the Volkswagens Centre.**

**ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range—Tel. Ripley 2361. (N017/R)**

**SUSSEX distributors—Frestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 54037-8. (N019/R)**

**SOUTH Yorkshire and North Derbyshire—Distributors, J. Glider & Co., Ltd., Cambridge St. Sheffield 1. Tel. 26558-9. Complete facilities. (N022/R)**

**JOHNSON & BROWN offer new Volkswagens de luxe in stock, choice of colour—265-270, High St., Bromley, Ravensbourne 8941-2. (N0074)**

**DAVIES MOTORS, Ltd., official distributors; demonstration cars available, latest models on display; full service and spares facilities. 123, London Rd., Staines. Tel. 4811 (5 lines). (N1080)**

**EUROPEAN CARS, Ltd., distributors for London Western districts; sales, delivery, demonstrations; exchanges, repairs, also vans, pick-ups and buses. 129-131, Old Brompton Rd., S.W.7. Fre. 7722. (N0080/R)**

**CROYDON—H. Harner Car Sales, Ltd., Area Dealers, 444-5, Brighton Rd., South Croydon. Croydon 6225. Uplands 5639. (N0127/R)**

**V & F MONACO MOTORS for Volkswagens; buy your new Volkswagens from the firm which has concentrated on the V.W. for the last five years; also specialized repair services. V & F MONACO MOTORS, 6, Astwood Mews, Courfield Rd., S.W.7 (near Gloucester Road station). Fremantle 5414. (N051/R)**

**PRIDE & CLARKE, Ltd., South London distributors, immediate or early delivery all models, service factory-trained and equipped mechanics; comprehensive spares; exchanges, saloons; terms—Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)**

**OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms, demonstrations with pleasure; also pick-up, buses, vans, completely new standards in transport economy, double the distance at half the cost—Details—BENTMOTORS, J. Clarendon Rd., London, W.11. (50 yds. Holland Park Tube). Park 5066. (N1017)**

**A CLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery van, door both sides; early delivery de luxe and standard saloons, also commercial vehicles; main distributors for Bedfordshire and West Hertfordshire; maximum h.p. terms available, 1/2 down, balance over 2 years. (N10101)**

## WILLIS

**WILLIS (Cars and Jeeps), Role Concessionaires—Steel's Griffiths, London, S.E.3. (N013/R)**

## WOLSELEY

**EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase—11, Berkeley St., W.1. (Marble Arch). 11, Chelsea Manor St., S.W.3. (Plaza-man 5181). (N0406)**

**EPSON. THE WOODCOOTE MOTOR CO., Ltd. WOLSELEY distributors. TELEPHONE Epsom 1234. (N0660/R)**

**H. BEART & Co., Ltd. WOLSELEY distributors. WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloon; hire purchase facilities; part exchange—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. (N1081)**

**SHAW MOTORS, Ltd. PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim 3031-2-3. (N4008)**

**ROWLAND SMITH'S for Wolseley. 4/44 saloon on view, 6/90 saloon available shortly. PART exchange; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hempstead (Tube), N.W.3. Hampstead 6041. (N4018)**

**CHARLES RICKARDS, Ltd., offer: IMMEDIATE delivery, new Wolseley 6/90 saloon in green; list price incl. P. Tax £1,126/7; also 4/44 saloon. 56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Tel. 3440. (N3050)**

**CHEAM MOTOR & ENGINEERING CO., Ltd. WOLSELEY specialists offer immediate delivery of the new Wolseley 6/90 and 4/44 saloons; h.p. facilities and part exchanges—Ewell Rd., Cheam, Surrey. Vigilant 0125.**

**D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer: WOLSELEY 6/90 for immediate delivery—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield. Howard 1631. (N0406)**

## NEW CARS FOR SALE

## WOLSELEY

**SMITH MOTORS OF DULWICH** for Wolseleys.—285 Rye Lane, S.E.15. New Cross 6767. [0316/R]

**LYNE, FRANK & WAGSTAFF, Ltd.** Tottenham Lane, Church End, N.E. Mountview 4401, offer—**WOLSELEY 4/44**, green; available early delivery; list price. [N2055/R]

**DORKING MOTOR Co., Ltd.**—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256. [N106/R]

**4/44** and 6/90, delivery from stock.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027/R]

**WOLSELEY 6/90**, black, immediately: Wolseley 4/44, green, immediately.—F. L. Cranmore. Tel. 2040 Poters Bar. [N1062/R]

**MEES & MEES, Ltd.** (Est. 1893). Wolseley specialists for past 30 years offer early delivery of 4/44 and 6/90 models; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N1012/R]

**R. C. WIMBUSH, Ltd.**, Wolseley stockists, offer early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchanges and h.p. facilities.—312, Maria Court Rd., London, S.W.5. Fremantle 8401. [N4055/R]

## WOLSELEY

**KDM & CHERRINGTON, Ltd.**—Immediate delivery of 4/44 saloon.—2, Alderman St., London, W.1. Gro. 5551. [N2054/R]

**C. W. J. COLES, Ltd.**—Official agents, offer early delivery of 4/44 and 6/90 models.—18, Blunt Rd., South Croydon, Croydon 0074/5. [N934/R]

**IMMEDIATE** delivery new Wolseley 4/44 and 6/90 saloons; terms, exchanges.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highlife 2275. [N1432/R]

## MISCELLANEOUS CARS

**A. L. L.** particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

**TRAYNOR MOTORS**, of East Ham, for your new car, Austin, Wolseley, Morris, Standard, all makes supplied, several immediate delivery; terms, exchanges. Grange Road 2530/5834. [N4032/R]

**MARSTON MOTOR Co., Ltd.**, for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., S.A. 8000. [0178/R]

## NEW COMMERCIAL VEHICLES

**AUSTIN 1-ton van** from stock, exchanges.—Phillips Motors, Ltd., Forest Hill 9338. [N6659/R]

**AUSTIN 1-ton van** for immediate delivery.—D. J. Shepherd & Co. (Kneid), Ltd., 436, Hertford Rd., Kneid. Howard 1631. [N4009/R]

**IMMEDIATE** delivery Morris Sewt van (list price).—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [N2055/1/R]

**IMMEDIATE** delivery Morris Sewt van (list price).—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [N4053/R]

**IMMEDIATE** delivery of the following new Morris J-type 10cwt van, new Standard 10 cwt Pick-up; pre-budget price.—Robbins, East Putney. Tel. 7381. [N5010/R]

**THAMES 5-ton diesel chassis and cab, 4528/4/6**, pre-budget price; Thames 30cwt petrol van, sliding doors, in primer, 2544/15/11, pre-budget price; Thames 10cwt van, bus, 2435/18/9.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.1. Fremantle 8401. [N1069/R]

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

**SYNOCHRO**  
**1955** Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from 68 pence per week; cheap off-season and winter rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Car Hire, Ltd., J. Peterham Mews, S.W.7. Western 4103. Cables: Synchro, London. [0636/R]

**IVOR HILL, Ltd.**

**NEW A40** Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5688. [0360/R]

**NEW Vauxhall Dormobiles** for weekly hire.

**MAYDAY MOTORS, Ltd.**, Mayday Rd., Croydon, Thornton Heath 3473-4-5. [0979/R]

**SMITH & HUNTER** for self-drive; inclusive winter rates.—378, Kensington High St., W.14. Wes. 6417. [0458/R]

**MANCHESTER**—Drive yourself 1954-1955 Vauxhalls, overseas visitors specially catered for.

**SUREFLEET**, delivery anywhere in England; free.

**SUREFLEET**, £10 per week, no mileage charge

**SUREFLEET**, 47, Upper Choriton Rd., Manchester, 15 Tel. Moss Side 1937. [0646/R]

**1956** cars unlimited.—Grange Service Garage, 246, Rensford Rd., Forest Gate, Mar. 3595. [1273/R]

**FOREST HILL 3432**—Self-drive and chauffeur-driven.—Moore Park Garage, 110 Woodvale, S.E.23. [0679/R]

**AUSTIN** and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.1. Tel. 9864-5. [0466/R]

**1956** self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, 67/1 Tel. Ken. 6428 and Baywater 8229 (garage). [10055/R]

**HAROLD E. HILLS GARAGE**—Garage accommodation service, high-class car hire.—5-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

**JERSEY, C.I.**—Fifty 1954-56 self-drive cars; brochure on request; A.A., R.A.C.—Driverhire, 22, Broad St., St. Helier, Jersey Central 1816. 1/6 after 6 p.m. [0609/R]

**1956** or late 1955 model Morris, Austin, Ford, Vauxhall, Standard; also Daimler Consorts; comprehensive insurance; heaters; from 15/- day; special rates for overseas visitors.

**SELF DRIVE CARS**, Adam & Eve Mews, W.8. Wes. 0602. Cables: "Britcars, London." [0166/R]

**CAR** for your leave. The cheapest period rates in Great Britain with unlimited mileage; new fleet every year; Austin, Ford, Standard, Morris, Vauxhall; also sale and repurchase.

**BRITISH & COLONIAL MOTORS, Ltd.**, 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [7647/R]

**DRIVE YOURSELF HIRE CO. (LONDON), Ltd.**—Latest models; reduced winter rates.—306, Seven Sisters Rd., Finsbury Park, N.4. S.A. 5485; 20, Grosvenor Place, Victoria, S.W.1. S.A. 9864. [0507/R]

**POST-WAR** self-drive cars from £10 per week or daily; special facilities for overseas visitors.—B. P. (Bailham), Ltd., 2c, Bailham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [M2094/R]

**WIMBLEDON CAR HIRE**, self-drive specialists, new Austin A40/50 Cambridge and A90 Westminster, competitive rates.—Mansell Rd., S.W.19. Wimbledon 3884. [0811/R]

**SELF-DRIVE** post-war Austin A40s, new Fords, Morris Minors.—Rons (Car Hire), Ltd., 5, Choumert Rd., Peckham, S.E.15. New Cross 2105, and 135, High St., Bromley, Kent. Ravensbourne 0205. [8505/R]

**1955** self-drive Austins, A30/40/50s, Morris Minors, Fords, Vauxhall, Wyvern Velox, etc.; overseas visitors special facilities.—Sunder Motors, Burwood Mews, Edgware Rd., London, W.5. Amb. 5022 and Pad. 5306. [0589/R]

**CAR HIRE (MAYFAIR), Ltd.**, for Humber Pullman and Austin dependability, chauffeur driven; new A40/50 Cambridge and A90 Westminster to drive yourself, competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8669. [0064/R]

## CARS FOR HIRE

**WELBECK CAR HIRE** offer:—New self-drive cars, no mileage charge; you just pay a flat rental and that is all.—Popular one day £17/5, 24 hours £1/15, one week £2/10, new Anglias at £3/10 per day and £12/10 per week.

**WELBECK CAR HIRE**, 22, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Office hours 9 a.m. to 6 p.m., Sundays 9 a.m. to noon. [0631/R]

**1954** Zephyrs, 13gus a week, 600 miles; also new Consul, Oxford, Somerset; request no limit tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R]

**EDWARDS & DAVIES (CAR HIRE), Ltd.**—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5533 and 8637.—290, Milkwood Rd., Herne Hill, S.E.24. [0685/R]

**ATC HALL**—Over 200 new cars from 15/- per day; recommended by A.A. and R.A.C.—Dept. 55, 302/6, King St., Hammermith, London. Tel. Riv. 2881. [0296/R]

**OVERSEAS** visitors; a fleet of 1955 Austin Drivehyre saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drivehyre Car Ltd., 10, Red Oak Kilnway, S.W.1. Mon. Saloons also available for the home market at 13 Drivehyre stations throughout Britain [0211/R]

**J. DAVY**—New cars from 12/6, week-days 85 miles free; also unlimited mileage tariff; best value ever from Britain's largest new car hire; radios, heaters, super-charged engines, 1200 cc, 1600 cc, 1800 cc, 2000 cc, 2400 cc, 2800 cc, 3200 cc, 3600 cc, 4000 cc, 4400 cc, 4800 cc, 5200 cc, 5600 cc, 6000 cc, 6400 cc, 6800 cc, 7200 cc, 7600 cc, 8000 cc, 8400 cc, 8800 cc, 9200 cc, 9600 cc, 10000 cc, 10400 cc, 10800 cc, 11200 cc, 11600 cc, 12000 cc, 12400 cc, 12800 cc, 13200 cc, 13600 cc, 14000 cc, 14400 cc, 14800 cc, 15200 cc, 15600 cc, 16000 cc, 16400 cc, 16800 cc, 17200 cc, 17600 cc, 18000 cc, 18400 cc, 18800 cc, 19200 cc, 19600 cc, 20000 cc, 20400 cc, 20800 cc, 21200 cc, 21600 cc, 22000 cc, 22400 cc, 22800 cc, 23200 cc, 23600 cc, 24000 cc, 24400 cc, 24800 cc, 25200 cc, 25600 cc, 26000 cc, 26400 cc, 26800 cc, 27200 cc, 27600 cc, 28000 cc, 28400 cc, 28800 cc, 29200 cc, 29600 cc, 30000 cc, 30400 cc, 30800 cc, 31200 cc, 31600 cc, 32000 cc, 32400 cc, 32800 cc, 33200 cc, 33600 cc, 34000 cc, 34400 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295200 cc, 295600 cc, 296000 cc, 296400 cc, 296800 cc, 297200 cc, 297600 cc, 298000 cc, 298400 cc, 298800 cc, 299200 cc, 299600 cc, 300000 cc, 300400 cc, 300800 cc, 301200 cc, 301600 cc, 302000 cc, 302400 cc, 302800 cc, 303200 cc, 303600 cc, 304000 cc, 304400 cc, 304800 cc, 305200 cc, 305600 cc, 306000 cc, 306400 cc, 306800 cc, 307200 cc, 307600 cc, 308000 cc, 308400 cc, 308800 cc, 309200 cc, 309600 cc, 310000 cc, 310400 cc, 310800 cc, 311200 cc, 311600 cc, 312000 cc, 312400 cc, 312800 cc, 313200 cc, 313600 cc, 314000 cc, 314400 cc, 314800 cc, 315200 cc, 315600 cc, 316000 cc, 316400 cc, 316800 cc, 317200 cc, 317600 cc, 318000 cc, 318400 cc, 318800 cc, 319200 cc, 319600 cc, 320000 cc, 320400 cc, 320800 cc, 321200 cc, 321600 cc, 32200



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MOTOR garage and business for sale in old world village adjoining Maidenhead. Also self-drive hire car and car-hire company. All as going concerns.—Apply Box 0706. (3321)

PORTSMOUTH.—Excellent freehold garage and service station close city centre and H.M. dockyard, established over 30 years. Lucrative car parking connection. Petrol sales average 70,000 gallons annually (net tied). Gross takings approximately £16,000. Family business capable of expansion, owners retiring. All offers considered.—Sole Agents: Field and Palmer, Chartered Auctioneers, 28, Hampshire Terrace, Portsmouth. Telephone 70475/6. (3323)

COVENTRY.—Freehold garage and service station occupying good trading position in modern residential and industrial suburb. The fully equipped premises comprise: newly erected centrally heated showroom and workshop, survey shop, paint room, sales office stores; self-contained flat. 'In and out' drive with four pumps. No restrictions. Price £14,000 for freehold property and equipment, with vacant possession of the whole.—George Lovell and Son, 29, Warwick Row, Coventry (Phone 3991-2-3-4). (3178)

NEAR Southend-on-Sea.—Old established freehold garage-filling station and taxi service, taking over £350 per week, good profits first class equipment, nice living accommodation. Freehold £8,000 s.a.v. (mortgage if required). Full details: Leonard Peters and Co., 135-137, Victoria Avenue, Southend-on-Sea. Tel. Southend 48651. (3186)

ESSEX.—Garage, car sales and self-drive; premier position; 21 year lease (freehold if required); sound business; buy investigation. £5,550 s.a.v.—Sole agents: Leonard Peters and Co., 135-137, Victoria Avenue, Southend-on-Sea. Tel. Southend 48651. (3187)

SOUTHEAST-ON-SEA.—Freehold garage filling station; premier position large covered area; excellent equipment; £25,000 s.a.v., full details:

LEONARD PETERS & CO., 135-137, Victoria Avenue, Southend-on-Sea. Tel. Southend 48651. Sole agents.

FRANCIS PARKER & CO. LTD. Specialists, Valuers and Agents to the motor industry, offer garages, filling stations and virgin sites from £5,000 to £60,000.

MORTGAGES up to 75% of purchase price on 15 years term to approved purchasers.

PLEASE write, call or telephone: Grange Chambers, Unbride Road, Haym, Middx. Hayes 0452. (0876/R)

GARAGE (petrol, sales, repairs) central position Oxfordshire town; living accommodation. £7,500.—Slay, Bell Close, Thame, Oxon. (3124)

ALDRIDGES for Motor Businesses, Garages and Filling Stations. All specialist services in sales, purchases and valuations in Home and Southern Counties.

EST. general motor business; expanding Bucks. town; modern showrooms, pumps, well equipped workshops and flat. Popular, spacious. Capable development. Valuable freehold. £30,000 s.a.v.

OLD est. motor, light motor-cycle and cycle business; North London, busy main road. Prominent showrooms, workshops, pumps. Valuable light motor-cycle distributorship and popular agencies. Substantial concern. Freeholds and leaseholds £25,000 s.a.v.

ENQUIRIES are invited to Estate Department, William Road, N.W.3. Est. 2553/2745/4515 (041004)

ANTHONY D. LEWIS & CO. SPECIALIST agents for the sale of motor businesses, garages and filling stations. Valuations of premises, equipment and/or stock for all purposes. Rating valuers and assessors.

FILLING station and motor business. Trunk Road, Surrey. Turnover £100,000; good agencies. L/A. Price £30,000 freehold o.n.o. Mortgage obtainable. Ref.: 1803, ANTHONY D. LEWIS & CO., 95, High Street, Esher S877 8/9. (342071)

FILLING station, garage; prominent main road position, Essex. Well-planned modern (re-built 1955) premises; good workshop, stores, etc. Valuable lease; petrol throughput about 1,400 gallons; not tied. Audited accounts. Unequaled. £6,500. Folio 3061.—Lincoln and Co., Sole Offices: 8, Hanover Sq., London, W.1. Tel. GROsvenor 6801. (3253)

PETROL station, near Bromley. Four pumps; not tied; five beds, bathroom, etc.; t/o £14,000; petrol 55,000 galls.; £12,500 freehold.—Adams and Co., 14, London Road, Bromley. Ravensbourne 0061/2. (3265)

LONDON area.—Old established garage offered for sale first time in 50 years. Extensive premises; excellent petrol sales; free site. Offered at little over property valuation only. Freehold £26,500.—Full details: Green and McLuckie, 303/305, Caledonian Road, London, N.1. Tel. North 6946/7/8. (33779)

## BUSINESS AND PROPERTY

FREEHOLD Motor Business, agencies, repairs; established 34 years; 30 miles south of London. £10,500 s.a.v.—Box 0630. (3369)

PREMISES (or building, plot, etc., suitable for conversion, development) required for car sales, or Garage. Sharing of premises considered.—Box 0707. (3109)

TWO Garages equipped; leasehold; coast road; 40,000 galls. ½ mile apart. Large self-drive trade. £4,000; would separate.—Greenville Garages, Jersey. (3073)

## BUSINESS AND PROPERTY WANTED

FILLING station, garage, urgently required by substantial group of business men seeking outlet for up to £150,000 cash. Small chain could interest. Petrol throughput minimum 200,000 gallons annually. Full market price paid; quick trouble-free sale assured. Please quote ref. RBV.—Lincoln and Co., 8, Hanover Square, London, W.1. Tel. GROsvenor 6801. (3253)

WANTED in S. of England.—Petrol station/garage. Petrol minimum 75,000 gps. House not necessary if sufficient space available. Capital available £3-£10,000.—Box 0772. (3276)

FRANCIS Parker and Co. Ltd., specialists, valuers and agents to the motor industry, require garages, filling stations and virgin sites from £5,000 to £60,000 for applicants on register nos. 1187-1254.

PLEASE write or call: Grange Chambers, Unbride Road, Hayes, Middlesex; or phone Hayes 0453. (0855/R)

URGENTLY required on behalf of clients in North West London, garage premises occupying premier position covering 40,000 sq. ft. or more.—Deals in strictest confidence to the Factory Department, Knight, Frank and Rutley, 20, Hanover Square, W.1. No commission required. (3323)

## SITUATIONS VACANT

MOTOR fitters, skilled, required, top rate, permanent position; bonus—174-176, Sheen Road, Richmond 4532. (0603)

FORD dealer, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for night man.—Apply giving fullest particulars to Box 3089. (3338)

FORD main dealer, has vacancies for commercial vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Pascoe, Ltd., 219, Balham High Road, London, S.W.17. Balham 1371 (10 lines). (0807/R)

CAR Salesman required by progressive firm of main dealers in large Surrey town; applicants must be experienced in new car sales and capable of good turnover in high-class used cars.—Box 0192. (3323)

SERVICE engineer required by automobile component manufacturers in South Midlands; must have sound engineering background to H.N.C. standard; with ability to handle technical correspondence and compile concise reports; staff position with excellent prospects.—Send full details to Box 0172. (3328)

TECHNICAL assistants required for design and development work on cars and Land Rovers; permanent, progressive and pensionable positions for suitable applicants with some previous industrial experience and H.N.C. or equivalent.—For further information or interview please write with full particulars to the Labour Manager, The Rover Co. Ltd., Lodge Lane, Solihull, Warwickshire. (3326)

MOTOR mechanics and fitters are required for British West Africa by a prominent distributor established throughout that territory; applicants should have completed full apprenticeship or equivalent, be under 35, preferable unmarried and have wide practical experience of modern motor vehicles of all classes. (These posts offer a permanent pensionable career with opportunities for promotion; good basic salary, allowances, free accommodation and passages.—Apply to Box 0170. (3326)

WANTED garage foreman, must be experienced in commercial diesel rate 5/6 per hour.—Silverline Garage Ltd., New Rd., Rainham, Essex. (3229)

PANEL Beater required. Excellent working conditions; no workshops. Rate 8/6 per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos Ltd., Bath Road, Taplow. Telephone Maidenhead 444. 2794

CELLULOSE Sprayer charge hand required. Excellent working conditions in new workshops. Rate 6/- per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos Ltd., Bath Road, Taplow. Telephone Maidenhead 444. 2795

AN attractive opportunity exists for a limited number of young men to obtain valuable training in the driving office of a company specializing in automobile braking and transmission systems. The company has available comprehensive educational facilities, and having wide interests in the automotive and general industries, offers an unusual scope in its particular field. Men who have recently completed their National Service, or who are leaving relatives, are in particular invited to write giving an outline of their experience and activities to the Personnel Officer, Lockheed Hydraulic Brake Co. Ltd., Langston Spa, Warwickshire. (3213)

MALAYA. For Eastern car and commercial truck distributors, with large organization, have vacancies for single young men who have completed an apprenticeship with a motor manufacturer or reputable distributor. Age 22-27. Post-apprenticeship experience with home distributor an advantage. The vacancies offer great scope to hard workers with initiative. Page paid; accommodation provided; Provident fund.—Write, with full particulars, to Box No. 1523, c/o Abbot, Eastcheap, London, E.C.3. (3213)

FULLY skilled motor mechanic required for British Automobile Agency in Southern United States. Must have comprehensive knowledge of Jaguar, M.G. and other British cars. Will assist in securing flat. Jaguar experience preferred. Wages \$65.00 per week £28. State full particulars in first letter.—Box 0690. 2020

## SITUATIONS VACANT

E.R.A. Ltd., Dunsable, have a vacancy for a sheet metal worker. Interesting work and a high degree of skill required.—Applications to H. Cocker, English Racing Automobiles, Ltd., London Road, Dunsable, Beds. (3304)

SENIOR Car Salesman required by distributor in Manchester. Must be man of proven ability with thorough knowledge of the retail trade and accustomed to used car valuations.—Write in confidence, stating fullest particulars of experience and present earnings to Box 0610. (3207)

A.E.C. Limited require detail draughtsmen. Experience of the motor industry an advantage. Modern offices and equipment, excellent opportunities for progress. Good salary offered, five-day week, pension scheme and canteen facilities.—Applications in writing, giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. (3202)

A COMPANY established throughout West Africa for the distribution of British, American and French motor vehicles requires several Garage Managers for its rapidly expanding organisation. These vacancies require men of proved outstanding technical and administrative ability capable of fully managing all aspects of a large service garage and only those certain of having such qualities should apply. Salary, allowances and privileges on a generous scale will be fully discussed at an interview.—Apply giving fullest details to Box No. 0350. (3386)

RECEPTION Engineer required, Vauxhall-Bedford experience preferred but not essential. 5-day week; pension scheme.—Write giving details of experience, age and salary required to Service Manager, Shaw and Kilburn Ltd., Western Avenue, Acton, W.3. (3201)

A VACANCY occurs in car sales organisation of established firm of motor engineers, handling B.M.C. group and other leading agencies. Applicants should be aged between 27-37, of wide experience, pleasing personality and proven ability. Position is permanent and progressive. Remuneration on an adequate salary and commission basis, with guaranteed minimum for the first year.—Please write in the first instance giving details of age, education, full past experience and present remuneration to: Managing Director, Middlesex Motors Limited, Station Rd., Harrow. (3190)

AGENTS required already calling on garages and allied trades to carry new line of petrol economies.—Apply Box 0769. (3245)

SALES manager required by old established company in Yorkshire—Main Routes Group dealers. Applicants must have full knowledge of used car values. Salary and commission basis. Only those who are capable of earning £1,500 £3,000 per annum will be considered.—Write in first instance to Box 0778. (3361)

COMMERCIAL salesmen required by Routes Group Main dealer in Hertfordshire: some experience preferred, but not essential as training will be given to right man.—Apply W. Waters and Son, Ltd., Basset By-Pass, Hatfield 2711, or evenings Wembley 5978. (3278)

AN expanding automobile distributing organisation situated in a large and progressive town on the South coast and holding distributorships in the 'Top Flights', has an opening for an experienced salesman who really knows his job.—Write giving full details of experience and remuneration required to General Manager, Box 0706. (3196)

MAIN FORD DEALERS. REQUIRE energetic sales manager, also commercial salesman; top remunerations and excellent prospects; knowledge of Liverpool and district an advantage; positions of trust and highest credentials essential; present staff aware of this advertisement.—Box 0783. (3394)

SALES Manager required; pre-war experience not necessary, but general experience must include new and used car and truck sales.—Write giving fullest details to Box 0687. (3059)

MALAYA. Excellent opportunity for man of drive and initiative, with large company carrying popular car and truck franchise in the Far East. Age 30/35. Should have served apprenticeship with motor manufacturer, be of good general education and have sales and executive experience, preferably with a home distributor. Passage paid, accommodation provided, bonus scheme, Provident fund.—Write full particulars to Box No. 1584, c/o Abbot, Eastcheap, London E.C.3. (3212)

## SITUATIONS WANTED

SENIOR salesman of highest integrity; 30 years motor trade; wide experience Nuffield, Rovers Groups; desires change present position to go-ahead firm where there is scope for initiative and drive; preferably South; present earnings over £1,000.—Box 0771. (3276)

SALES position of responsibility required with progressive firm, London or Home Counties. Advertiser fully experienced (pre/post-war), has good record and recommendations.—Box 0718. (3186)

## HOTELS

CORNWALL.—Unique hotel in picturesque fishing cove; all bedrooms face sea; A.A. recommended, R.A.C.; perfect sand, bathing, fishing, surfing, rock climbing; ideal family hotel, unsuitable for elderly and infirm; from 80/- daily or £3-0-0 weekly; children half tariff.—Gemen Cove Hotel, near Penzance. (0697/R)

SWAN HOTEL, NEWBY BRIDGE, via Ulverston, N. Lancs. (English Lake District).

OLD established residential country hotel. All bedrooms h.b. and c., electric fires, shaving lights, Table D'Hôte luncheon and dinners a speciality, also afternoon teas. Boating, fishing, golf (9 miles).—Write for brochure to Resident Proprietor: H. E. Revell. (3243)

GERSEY.—Happy holidays at Magnolia House, Raleigh Avenue, St. Helier; second register; central; very comfortable; no restrictions; bed and breakfast. (3189)



## UNCLASSIFIED ADVERTISEMENTS

## CARS WANTED

A.C. Aceca wanted privately for cash.—Box 0746. (3135)  
 PRIVATELY owned Armstrong Siddley 1951/53 seven-passenger limousine required, details please.  
 JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1154. (W1103)  
 SEVEN passenger Austin Princess limousine required, details please to:—  
 JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1154. (W1103)  
 SEVEN passenger Daimler DE/1949/1950 limousine required; details please.  
 JACK ALPE, 30, Oldbury Place, Marylebone High Street, W.1. Welbeck 1154. (W1103)  
 WANTED car hire London nine months; good condition. State details and best terms.—Box 0721. (3138)  
 COMPANY director will require early May used Bentley saloon with radio, heater, etc., must have Bentley overhaul guarantee; above £1,500.—Box 0725. (3140)  
 FORD Prefect saloon required, 1950, Anglia considered.—Greenways, 81, Alresford Road, Winchester. (W1010)  
 1955 Prefect or Anglia wanted by private buyer.—Box 0720. (3137)  
 JAGUAR XK130, 1951-2.—State price and particulars to Whinaker, 98, Finsbury Park. (3132)  
 1950/7 25-30 h.p. seven face forward passenger Rolls in first class condition.—Williams, 123, Oxford Rd., Manchester, 1. (3133)  
 T.R.3 wanted privately for cash.—Box 0746. (3154)  
 1955 T.R.3, good condition; reasonable price. State full particulars.—Box 0710. (3130)  
 WANTED urgently by tall gentleman, disabled down right side, a large high roomy limousine with wide doors; old Rolls, Daimler or similar car considered.—Box 0109. (3233)

## NEW CARS

MANN EGERTON & CO. LTD.  
 OFFER for immediate delivery Austin hire car fitted with diesel, black with brown leather upholstery; also Austin Princess limousine, black with brown leather upholstery.—Mann Egerton and Co. Ltd., 5, Prince of Wales Road, Norwich. (3304)  
 MAYFAIR and West End Agents.—Immediate delivery all Austin models.  
 RIPCOT LTD., 16, Albemarle Street, Mayfair, London; W.1. Hyde Park 3952/3/4. (C3063)  
 NEW Austin A30 saloons; taxed and insured ready to drive away. Exchanges welcomed—any car accepted as whole or part deposit; balance over 24 months. Tax and insurance included in terms.—Fride and Clarke Ltd., 237 Brixton Hill, S.W.2. TUL 3664/5. (N3068)  
 PRIDE & CLARKE Ltd., all Bond models available. Exchanges welcomed—any car or motor-cycle accepted as whole or part deposit; balance over 24 months. Tax and insurance included in terms.—New and used three-wheeler showroom.—137, Stockwell Road, S.W.9. Brixton 6251. (N3068)  
 NEW Ford Popular saloons. Taxed and insured ready to drive away. Exchanges welcomed—any car accepted as whole or part deposit; balance over 24 months. Tax and insurance included in terms.—Fride and Clarke Ltd., 237 Brixton Hill, S.W.2. TUL 3664/5. (N3068)  
 HILLWOOD Motors.—Ford Consul saloon; immediate delivery. Confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. MIL 4232. Open Good Friday and Easter Monday. (3340)  
 PRE-BUDGET price; one only; Hillman Minx convertible; burgundy; £766.—Brooks Garage, Marlow Som. Phone 2147. (3390)  
 HUMBER Super Snipe saloon; biavria blue/chalk grey with blue grey upholstery. Pre-Budget price £1,555-7-6, plus £70-10-8 for overdrive. A saving of 435-13-10.—Herbert Robinson Ltd., Cambridge. Tel. 4461 (3197)  
 DAVIES Motors Ltd., Jaguar, grey and red Mark VII with automatic drive immediately available.—273, London Road, Staines. Staines 4211/5. (3347-16-0 immediate delivery Jac.—The British all purpose commercial utility; independent suspension; hydraulic brakes; 65 m.p.g. Demonstrations, particulars.—Two-strokes Ltd., Stanmore Hill, Middlesex. Grimsdyke 1166/7. Open Sundays 10-1. (C4091)

## NEW CARS

HILLWOOD Motors for Jaguars.—New series M saloon with automatic drive in stock. Confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. MIL 4232. Open Good Friday and Easter Monday. (3343)  
 NEW Mercedes Benz 230A saloon; grey-blue interior; immediate delivery. Pre-Budget price.—George Sykes & Sons (Engs) Ltd., Huddersfield 6243/4. (3133)  
 MORRIS Cowley at old price, below:—  
 MORRIS Oxford travellers car at old price.—Mortlock, North Finchley, N.12. Hillside 0990. (3346)  
 MAYFAIR & West End Agents.—Riley immediate delivery. RIPCOT LTD., 16, Albemarle Street, Mayfair, London; W.1. Hyde Park 3952/3/4. (C3063)  
 HILLWOOD Motors for Standards; eight, ten, companion estates cars and 6-cvt. vans in stock. One only at pre-Budget price. Vanguard estate car. Confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. MIL 4232. Open Good Friday and Easter Monday. (3330)  
 NEW Sunbeam Mark III saloon available for immediate delivery.—R. S. Mead (Sales) Ltd., 43, Queen Street, Maidenhead. Tel. Maidenhead 2411/2. (N3011)  
 HILLWOOD Motors for Triumphs. One only at pre-Budget price, TR3 in British racing green. Confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. MIL 4232. Open Good Friday and Easter Monday. (3343)  
 G.N. LTD., Vauxhall Main Dealers, offer:—  
 IMMEDIATE delivery new Vauxhall Cresta, Velox and Wyvern. Good used cars required.—278/280, Balham High Road, London, S.W.17. BAL 1033 (7 lines) Showrooms open 9 a.m.—6 p.m., including Saturdays. (3244)  
 HILLWOOD Motors.—Vauxhall Velox, Cresta and Wyvern saloons; immediate delivery. Confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. MIL 4232. Open Good Friday and Easter Monday. (3341)  
 PRIDE & CLARKE LTD., Volkswagen South London Distributors.—All models available. Any car welcomed in exchange. Tax and insurance included in terms over two years.—158, Stockwell Road, S.W.9. Brixton 6251. (N3068)  
 VOLKSWAGEN de luxe saloon; green/green interior; sun roof; list price.  
 VOLKSWAGEN de luxe saloon; stratosilver grey; list price.  
 VOLKSWAGEN pick-up in blue; list price.  
 GODFREY HOUGHTON, LTD., Chester. Tel. 24818. (3235)  
 MAYFAIR & West End agents.—Immediate delivery Ford. Paddisford.  
 RIPCOT LTD., 16, Albemarle Street, Mayfair, London; W.1. Hyde Park 3952/3/4. (C3063)  
 BRITAIN and Back.—The new car of your choice bought without purchase tax from £350, can await your arrival at London Airport. Use it for your leave and let us arrange shipment, back and complete all formalities without charge for our services gladly given.—Immediate air-mailed reply from Steele Griffiths Ltd., London, S.E.8. England. (3052 R)  
 CARAVANS FOR HIRE  
 TOUR Devon with a modern caravan £5 to £12 a week or rent a log cabin from Pathfinder Caravan Co., Tedburn St. Mary, Devon. (3215)  
 SPARES AND SERVICE  
 MODERN Services Garage, Wimbledon (Rootes main dealers). Speedy service on all Hillmans, Humber and Sunbeam Talbot spares and accessories.—Wim. 5155. (1907)  
 PARTS AND ACCESSORIES  
 WE specialise in new and s/h spares for the following makes: 1952/1950 Austin Morris, Standard, Jowett, Jaguar; Wolseley, Triumph and Vauxhall—very keen prices.—Wards Motor Stores, Wallasey 4151. (0004/R)  
 DISMANTLING complete 1949 Austin 16; also 1950 Vauxhall Wyvern and 1950 Hudson 20 h.p.—Ward's Motor Stores. (0003/R)  
 AGENCIES WANTED  
 FIAT agencies required in mid-Surrey, West Sussex, East Hants.—Apply: The Onslow Motor Company Ltd., 28, Onslow Street, Guildford. Tel. 67327. Fiat Distributors. (C3099)

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OVERSEAS Visitors.—Opposite London Airport's North entrance is Steele Griffiths' Overseas Visitors' Branch. Self-drive new Vauxhalls, £9-10-0 weekly; new Fords £7 weekly; mileage extra. Also unlimited mileage rates.—Inquiries receive immediate air-mailed reply from Steele Griffiths Ltd., London, S.E.5 England. (0034/R)

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HEATERS and demisters for all vehicles from £8-0-0; if necessary, we can arrange for fitting.  
 DELANEY GALLAGHER, Ltd., Edgware Rd., London, N.W.9. Gladstone 2201. (0060/R)

## ROOF SEATS

MAKE your car your grandstand with an Auto-top car roof seat, ideal for motor racing, point-to-point, polo, etc.—Details from:—  
 I.B. Products and Engineering Ltd., Dept. C.3, 22, Sussex Road, Petersfield, Hants. (3709)

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HANDBOOKS, WORKSHOP MANUALS; list, assistance; enquiries, stamp. Catalogue 500 motor books, nine-price.—Gray, Humberpoint, Sussex. (C3060)  
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 MISCELLANEOUS  
 WIND tunnel 4 ft. x 4 ft., 85 m.p.h. wind speed at 2,000 fan r.p.m., in new condition and for immediate delivery. Manufactured by Aircrew and Jicwood Ltd. Floor space required 9 ft. x 24 ft. Cost £1,000; no reasonable offers refused.  
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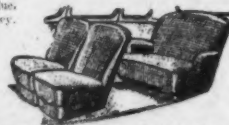
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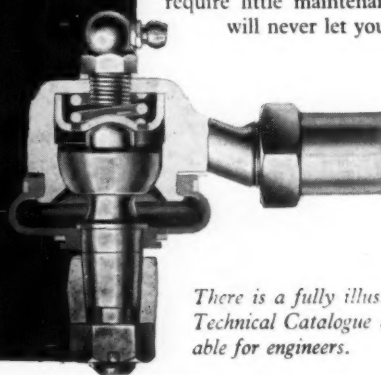


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